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TENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

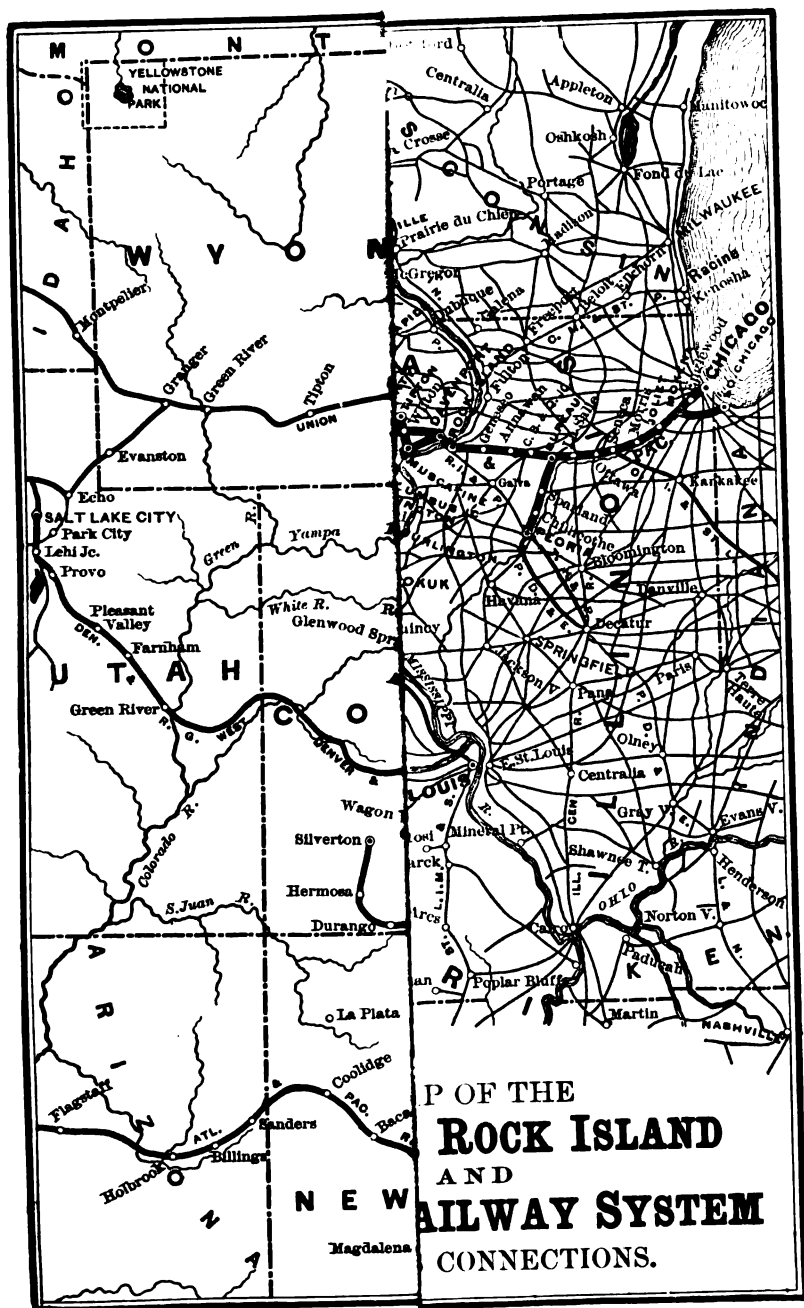
Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1890.

HARVEY H. K...
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NOT TO BE LOANED...

KNIGHT & LEONARD CO., PRINTERS, CHICAGO.



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PROPERTY OF
HARVEY FISK & COMPANY
STATISTICAL DEPARTMENT.
NOT TO BE LOANED OR TAKEN FROM OFFICE.

TENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1890.

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STATISTICAL DEPARTMENT.
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DIRECTORS AND OFFICERS

OF THE

Chicago, Rock Island & Pacific Railway Co.

FOR 1890.

DIRECTORS.

| | | | |
|-----------------------------------|-----------|---------------------|--------------|
| SIDNEY DILLON..... | New York. | DAVID DOWS, Jr..... | New York. |
| R. P. FLOWER..... | New York. | HUGH RIDDLE..... | Chicago. |
| BENJ. BREWSTER..... | New York. | H. H. PORTER..... | Chicago. |
| H. R. BISHOP..... | New York. | MARSHALL FIELD..... | Chicago. |
| HENRY M. FLAGLER..... | New York. | JOHN DE KOVEN..... | Chicago. |
| ALEXANDER E. ORR..... | New York. | R. R. CABLE..... | Rock Island. |
| GEO. G. WRIGHT, Des Moines, Iowa. | | | |

GENERAL OFFICERS.

| | |
|--|--------------|
| R. R. CABLE, President..... | Chicago. |
| BENJ. BREWSTER, First Vice-President..... | New York. |
| W. G. PURDY, Second Vice-President, Treasurer and Secretary..... | Chicago. |
| H. A. PARKER, Third Vice-President..... | Chicago. |
| A. KIMBALL, Assistant to the President..... | Davenport. |
| J. R. COWING, Assistant Treasurer and Assistant Secretary..... | New York. |
| J. F. PHILLIPS, Assistant Treasurer and Assistant Secretary..... | Chicago. |
| C. F. JILSON, Assistant Treasurer..... | Topeka, Kas. |
| E. ST. JOHN, General Manager..... | Chicago. |
| W. M. SAGE, Traffic Manager..... | Chicago. |
| H. F. ROYCE, General Superintendent—Lines East of Missouri River..... | Chicago. |
| W. I. ALLEN, General Superintendent—Lines West of Missouri River..... | Topeka, Kas. |
| F. W. PORTER, Auditor..... | Chicago. |
| JOHN SEBASTIAN, General Ticket and Passenger Agent..... | Chicago. |
| J. M. JOHNSON, General Freight Agent—Lines East of Missouri River..... | Chicago. |
| DANIEL ATWOOD, General Freight Agent—Lines West of Missouri River..... | Topeka, Kas. |
| F. A. MARSH, Purchasing Agent..... | Chicago. |
| THOS. F. WITHROW, General Counsel..... | Chicago. |
| T. S. WRIGHT, General Attorney..... | Chicago. |
| M. A. LOW, General Attorney..... | Topeka, Kas. |
| J. L. DREW, Land Commissioner..... | Davenport. |
| CORN EXCHANGE BANK, Register of Stock..... | New York. |

EXECUTIVE COMMITTEE.

| | | |
|---------------|------------------|---------------|
| HUGH RIDDLE. | RANSOM R. CABLE. | H. H. PORTER. |
| H. R. BISHOP. | BENJ. BREWSTER. | |

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TENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

CHICAGO, ROCK ISLAND & PACIFIC

RAILWAY COMPANY.

The Board of Directors submit the following report for the year ending March 31, 1890:

| | |
|--|-----------------|
| Gross Earnings were | \$17,639,060 89 |
| Operating Expenses and Taxes | 12,475,067 31 |
| Net Earnings..... | \$5,163,993 58 |
| Add net cash receipts of land sold..... | 91,350 00 |
| * " Interest received from C., K. & N. Ry. Co..... | 1,209,640 14 |
| " Premium on 5 per cent. Bonds sold..... | 35,950 00 |
| Net Income..... | \$6,500,938 72 |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$2,625,550 00 |
| " Rentals of Leased Lines | 1,784,024 46 |
| " Rentals and Tolls Mo. River Bridges..... | 195,580 30 |
| " Dividends on Capital Stock | 1,846,228 00 |
| | 6,451,382 76 |
| Leaving Surplus for the year..... | \$49,550 96 |

The Capital Stock and Bonded Debt of the Company is as follows:

| | |
|--|-----------------|
| Capital Stock issued..... | \$46,155,800 00 |
| Fractional Scrip convertible into Stock..... | 200 00 |
| Six per cent. Mortgage Bonds..... | 12,500,000 00 |
| Five per cent. Extension and Collateral Bonds..... | 32,287,000 00 |
| Seven per cent. C. & S. W. Bonds, Guaranteed | 5,000,000 00 |
| * Balance yet due from C., K. & N. Ry. Co. for Interest on Bonds, accrued during the fiscal year | \$279,141 31 |

Main Line and Branch Railroads owned, leased, and operated by the Chicago, Rock Island & Pacific Railway Company, at date of this report, are as follows:

LINES OWNED.

| | MILES. |
|--|----------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 499.20 |
| Davenport, Iowa, to Atchison, Kan..... | 342.40 |
| Atchison Junc., Mo., to Leavenworth, Kan..... | 21.50 |
| Washington, Iowa, to Knoxville, Iowa | 78.10 |
| South Englewood, Ill., to South Chicago, Ill..... | 7.50 |
| Wilton, Iowa, to Muscatine, Iowa..... | 12 |
| Wilton, Iowa, to Lime Kiln, Iowa | 6 |
| Newton, Iowa, to Monroe, Iowa..... | 17 |
| Des Moines, Iowa, to Indianola and Winterset, Iowa | 46.90 |
| Menlo, Iowa, to Guthrie Centre, Iowa..... | 14.50 |
| Atlantic, Iowa, to Audubon, Iowa | 25.30 |
| Atlantic, Iowa, to Griswold, Iowa..... | 14.70 |
| Avoca, Iowa, to Carson, Iowa | 17.60 |
| Avoca, Iowa, to Harlan, Iowa | 11.80 |
| Mt. Zion, Iowa, to Keosauqua, Iowa | 4.50 |
| Altamont, Mo., to St. Joseph, Mo..... | 49.70 |
| South St. Joseph, Mo., to Rushville, Mo..... | 14.70 |
| Kansas City, Mo., to Armourdale, Kan..... | 2.40 |
| Total miles owned..... | 1,185.80 |

LINES LEASED.

| | |
|--|----------|
| Bureau Junc., Ill., to Peoria, Ill..... | 46.70 |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.20 |
| Des Moines, Iowa, to Fort Dodge and Ruthven, Iowa..... | 143.70 |
| Elwood, Kan., to Liberal, Kan..... | 439.54 |
| Herington, Kan., to El Reno, I. T..... | 231.53 |
| Herington, Kan., to Salina, Kan..... | 49.30 |
| Horton, Kan., to Roswell, Colo..... | 568.65 |
| Fairbury, Neb., to Nelson, Neb..... | 51.20 |
| McFarland, Kan., to Belleville, Kan..... | 103.98 |
| Dodge City, Kan., to Bucklin, Kan..... | 26.64 |
| Total miles leased | 1,823.44 |

TRACKAGE RIGHTS.

| | |
|--|----------|
| Over Hannibal & St. Joseph R. R.— | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 |
| Over Union Pacific Ry.— | |
| Kansas City, Mo., to North Topeka, Kan..... | 67.20 |
| Limon, Colo., to Denver, Colo..... | 89.20 |
| Over Denver & Rio Grande R. R.— | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 |
| Total miles Trackage right..... | 330.30 |
| Total miles of road over which trains are operated | 3,339.54 |

The Road is located in different States, as follows:

| | |
|-------------------|-----------------------|
| 236 | miles in Illinois. |
| 1,066.10 | " " Iowa. |
| 286.70 | " " Missouri. |
| 1,126.96 | " " Kansas. |
| 140.97 | " " Nebraska. |
| 376.06 | " " Colorado. |
| 106.75 | " " Indian Territory. |
| 3,339.54 | miles. |
| Add 179.90 | " of second track. |
| " 564.40 | " of side track. |
| Equal to 4,083.84 | " of single track. |

Statement showing the details of Earnings and Percentage of Operating Expenses, as compared with the previous fiscal year :

| Sources of Revenue. | March 31, 1890. | March 31, 1889. |
|---|------------------|------------------|
| Passenger Transportation..... | \$ 4,613,821.85 | \$ 4,358,501.64 |
| Freight " | 11,828,793.88 | 10,918,369.58 |
| Mail " | 366,168.25 | 329,322.78 |
| Express " | 309,300.00 | 275,613.21 |
| Rents, Interest, etc. | 246,001.75 | 319,033.11 |
| Earnings from Car Mileage..... | 267,846.42 | 364,335.09 |
| " " Telegraph Lines | 7,128.74 | 8,271.23 |
| Total Gross Earnings..... | \$ 17,639,060.89 | \$ 16,573,446.64 |
| EXPENDITURES. | | |
| Operating Expenses. | \$ 11,729,647.74 | \$ 11,437,982.65 |
| Taxes..... | 745,419.57 | 648,017.83 |
| Net Earnings..... | \$ 5,163,993.58 | \$ 4,487,446.16 |
| Percentage of Operating Expenses to Gross Earnings..... | 66.50% | 69.10% |
| Same, including Taxes | 70.72% | 72.10% |

PASSENGER EARNINGS.— In comparison with the previous year, Passenger Earnings show an increase of \$255,320.21, or $5\frac{8}{100}$ per cent., which is made up of an increase in earnings on business from connecting lines of \$88,345.82, or $10\frac{1}{100}$ per cent., and an increase in earnings from business originating on our own line of \$166,974.39, or $4\frac{7}{100}$ per cent.

Total number of Passengers carried increased 133,527, or $3\frac{1}{100}$ per cent.

The number of first-class Passengers carried increased 126,661, or $2\frac{9}{100}$ per cent.

The number of second-class and emigrant Passengers carried increased 6,866, or $15\frac{74}{100}$ per cent.

The number of Passengers carried one mile increased 10,829,418, or $5\frac{86}{100}$ per cent.

The average distance traveled by each Passenger during the year ending March 31, 1889, was 43 miles, and during the past year was 44 miles.

The number of through Passengers (Passengers delivered to or received from connecting lines) increased 4,258, or $1\frac{91}{100}$ per cent., and the number of way (local) Passengers increased 129,269, or $3\frac{17}{100}$ per cent.

Of all the Passengers carried, 2,252,401, or $50\frac{71}{100}$ per cent., traveled West, and 2,189,766 $\frac{1}{2}$, or $49\frac{29}{100}$ per cent., traveled East.

The rate per Passenger per mile for the year ending March 31, 1889, was $2\frac{274}{1000}$ cents, and for the year ending March 31, 1890, it was $2\frac{277}{1000}$ cents.

The Passenger Business at 259 stations shows an increase of \$538,659.48, and at 243 stations a decrease of \$283,339.27.

The number of Passengers carried during the year shows an increase at 178 stations of 373,317 $\frac{1}{2}$, and a decrease at 323 stations of 239,970 $\frac{1}{2}$.

FREIGHT EARNINGS.—Freight Earnings for the year increased \$910,424.30, or $8\frac{34}{100}$ per cent.

The Revenue from Through Freight (Freight delivered to or received from connecting lines) increased \$23,841.19, or $\frac{42}{100}$ per cent., and the Revenue from Local Freight increased \$886,583.11, or $17\frac{7}{100}$ per cent.

Of the entire Freight Earnings, $48\frac{59}{100}$ per cent. was from Through Freight, and $51\frac{41}{100}$ per cent. from Local Freight.

The movement of Freight, as compared with the previous year, shows an increase of 446,875 tons, or $8\frac{1}{100}$ per cent.

Last year the rate per ton per mile over Lines east of the Missouri River was $\frac{97}{100}$ c., while this year the rate for the entire system is $1\frac{2}{100}$ c.

GROSS EARNINGS show an increase of \$1,065,614.25, or $6\frac{43}{100}$ per cent., and

NET EARNINGS an increase of \$676,547.42, or $15\frac{8}{100}$ per cent.

OPERATING EXPENSES increased \$291,665.09, or $2\frac{5}{100}$ per cent.

TAXES increased \$97,401.74, or $15\frac{3}{100}$ per cent.

Full details of the foregoing, as also Statements of Assets and Liabilities, Income Account, and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Account for the year, is as follows :

| | |
|---|----------------|
| For Land, Land Damages..... | \$ 48,407.17 |
| “ Engineering and Contingent Expenses..... | 9,590.85 |
| “ Masonry, Bridges and Culverts..... | 20,515.28 |
| “ Reduction of Grades, Filling Trestles and Changing Line.... | 7,690.88 |
| “ New Depots, Water Stations, and Track Scales..... | 76,321.17 |
| “ New Fencing, Crossings and Signs..... | 61,506.78 |
| “ New Machinery for Shops..... | 5,449.16 |
| “ Additional Side Tracks (18.7 miles)..... | 184,640.27 |
| “ Additional Second Tracks (15.2 miles)..... | 155,800.55 |
| “ Grading for Third Track, between Englewood and Blue Island | 4,314.82 |
| “ Improving Freight Terminal facilities, Chicago..... | 4,175.08 |
| “ New Equipment..... | 484,722.45 |
| | <hr/> |
| | \$1,013,133.96 |

LAND, LAND DAMAGES.—The principal charges to this account for the year are for lands purchased for additional facilities at Chicago.

MASONRY, BRIDGES AND CULVERTS.—Substantial Iron Bridges with Stone Abutments have been erected, to replace wooden structures, as follows :

Near Carlisle, Iowa, over North River, Bridge 127½ feet in length.

Near Somerset, Iowa, over North River, Bridge 127½ feet in length.

Near Eldon, Iowa, over Soap Creek, Masonry for Iron Bridge.

REDUCTION OF GRADES, FILLING TRESTLES AND CHANGING LINE.—The principal item included in this account is for additional expenditures incidental to changing the Suburban (or Dummy) Line near South Englewood, referred to in last year's report.

NEW DEPOTS, WATER STATIONS AND TRACK SCALES.—Additional Buildings have been erected as follows :

At Chicago, New Office Building at 44th street, 22 feet by 44 feet, for use of Train Master and General Yard Master, and their clerks.

At Englewood, Ill., New Grain Elevator, 44 feet by 108 feet,

storage capacity 200,000 bushels, receiving capacity 60 cars and shipping capacity 75 cars per day.

At Geneseo, Ill., the Sheds at the Stock Yards have been enlarged to the extent of 11,240 square feet.

At Eldon, Iowa, Coal Chutes, 27 feet by 136 feet, with 40 pockets, capacity 120 tons.

At Armourdale, Kan., New Grain Elevator, 36 feet by 96 feet, storage capacity 75,000 bushels, receiving capacity 30 cars and shipping capacity 40 cars per day.

At Hutchinson, Kan., a Two-stall Engine House.

At Limon, Colo., a Five-stall Engine House.

NEW FENCING, CROSSINGS AND SIGNS.—The several Branch roads owned and operated by this Company in the State of Iowa have been fenced with the best quality of wire fencing, aggregate length 347½ miles.

Crossing Gates have been erected where needed at street crossings in Chicago and other cities.

NEW MACHINERY FOR SHOPS.—New and improved Machinery has been added to the equipment of the Chicago shops.

SIDE TRACKS.—Additional Side Tracks have been built aggregating in length 18 $\frac{7}{10}$ miles.

SECOND TRACK.—The Second Track has been extended as follows:
From Sheffield to Annawan in Illinois.

From Davenport to Dale Siding in Iowa.

THIRD TRACK.—The increased number of trains arriving and departing at Chicago requiring additional track facilities, grading has been commenced for a Third Main Track between Englewood and Blue Island, Ill., full mention of which will be made in next year's report.

NEW EQUIPMENT.—Additional Equipment has been purchased as follows:

Six hundred and fifty (650) Box Freight Cars, thirty-five (35) Furniture Cars, three (3) Dining Cars, and two (2) Caboose Cars.

Ten (10) new Locomotives, five (5) of which were charged to Equipment Account and five (5) to Repairs of Engines. The latter to partly replace thirteen (13) old and worn-out locomotives which have been cut up. Eight (8) others now being built at Company's shops to make the quota complete, are being charged to Repairs of Engines.

LINE OF THE C., R. I. & P. RAILWAY COMPANY'S SYSTEM
WEST OF THE MISSOURI RIVER,

KNOWN AS

THE CHICAGO, KANSAS & NEBRASKA RAILWAY.

For full particulars in reference to these lines, see our last annual report. The only addition made to the System during the past fiscal year has been the extension of what is known as the South (or Caldwell) Line from Pond Creek to El Reno, I. T., 83 $\frac{4}{10}$ miles.

Since the submission of the last annual report, the Director, member of the Executive Committee and Vice-President, longest in the service of this company, has passed away. DAVID DOWS became a director in the Chicago, Rock Island & Pacific Railroad Company in June 1857, a member of the Executive Committee in 1860, and Vice-President of the consolidated Chicago, Rock Island & Pacific Railroad Company in 1877. He sustained the same relations to the existing Chicago, Rock Island & Pacific Railway Company, after it succeeded those above named, until the day of his death.

The directors have spread upon the records of the company a memorial of his life and character, to the end that those who come after may have the example of a life so pure and noble in its purposes, so true and loyal in every relation and in the performance of every duty. The resolutions which form a part of this memorial are as follows :

FIRST: That we have learned with the most profound regret of the death of DAVID DOWS, at his home in the city of New York, on the 30th of March last — one so long, prominently and usefully connected with this company as director, vice-president and member of our executive or working committee, whose words were listened to for more than thirty years with the consciousness that they were prompted by integrity, were wise in their conception, and the outgrowth of the ripest experience.

SECOND: In his death this company has lost not only a most valuable officer and counselor, but the city of his adoption a leading citizen, his State one almost without a peer among those laboring for its advancement and prosperity, the nation a faithful, fearless advocate of its highest and best interests, we, as individuals, a friend who was such amidst the storms of adversity or the sunshine of prosperity, and his family a husband and father who, honoring him, were honored by him.

To the officers and employes of the Company the directors desire to express their appreciation for faithful services rendered.

By order of the Board of Directors.

R. R. CABLE,

President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO.,
DAVENPORT, MAY 1, 1890.

R. R. CABLE, Esq., *President.*

SIR,—I respectfully submit a report of the business of this office for the fiscal year ending March 31, 1890.

The conveyances by warranty, of lands sold during the year, amounted to 2,988 acres, at an average price of $\$11\frac{2\frac{1}{2}}{100}$ per acre, = $\$33,697\frac{71}{100}$; and by quit claim, $151\frac{10}{100}$ acres, for $\$489\frac{65}{100}$; making total sales of land for a consideration of $\$34,187\frac{36}{100}$.

The bills receivable outstanding at the close of the year amounted to (principal) $\$221,951\frac{32}{100}$, showing a reduction for the year of $\$50,648\frac{42}{100}$. Interest and rental collected were $\$19,310\frac{26}{100}$.

The remittances to the Treasurer of the Company for the year were $\$91,350\frac{00}{100}$.

Taxes paid on lands and on lots in Audubon, owned by the Company, on January 1, 1890, were $\$1,587\frac{82}{100}$. Back taxes were charged up where sales were cancelled, to the amount of $\$579\frac{78}{100}$, but the lands have very nearly all been resold, in all cases at prices sufficient to more than reimburse the Company for all delinquent principal, interest, and unpaid taxes.

The number of acres now remaining as unsold on our books, to which it is believed the title is good, is $6,029\frac{80}{100}$. There are many unsold lots and outlots in the town of Audubon.

Aside from some unsold land adjoining Audubon, the tracts remaining are scattering, and many of them not very desirable, except to adjacent landholders. Some old cases yet remain where our contracts are subject to cancellation, but if cancelled, the land can be resold so as to realize more than the present incumbrance on the land, including all taxes and expenses.

Considering the low prices for their products, which have discouraged farmers for the past season, our collections and sales have been fair. Our territory has been practically settled, and the general condition of the settlers is, in the main, steadily, though slowly, improving; though many of the poorer class have had to sell, generally moving to the newer lands further west.

Very respectfully,

J. L. DREW,

Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK, AND COMPARISON
WITH PREVIOUS YEAR.

| | Year Ending March 31, 1890. | Year Ending March 31, 1889. |
|--|----------------------------------|----------------------------------|
| Cross Ties used.....No. | 785,403 | 700,898 |
| “ “ cost.....\$ | 341,693 01 | 309,826 14 |
| Steel Rails laid.....Gross Tons | 8,369 | 10,016 |
| “ “ cost.....\$ | 247,448 50 | 324,017 60 |
| Railroad Spikes used.....Lbs. | 891,400 | 923,800 |
| “ “ cost.....\$ | 18,034 80 | 18,937 90 |
| Joint Splices used.....Lbs. | 1,587,901 | 1,421,830 |
| “ “ cost.....\$ | 31,084 25 | 29,802 61 |
| Bolts, Nuts, and Fastenings, cost.....\$ | 13,229 92 | 14,166 50 |
| Track relaid with New Steel.....Miles | 76 ¹ / ₁₀ | 91 ¹ / ₁₀ |
| “ “ “ “ Ties.....“ | 270 ¹ / ₁₀ | 241 ¹ / ₁₀ |
| Wire Fencing, cost.....\$ | 11,053 95 | 8,388 87 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICE PERFORMED, AND LEADING ITEMS
OF REPAIRS, IN COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1890. | Year Ending March 31, 1889. |
|--|--------------------------------|--------------------------------|
| Locomotives | No. 521 | 524 |
| Miles Run during Year | 18,166,024 | 17,722,965 |
| Average Miles Run per Engine | 34,867 | 33,822 |
| Cords of Wood consumed by Locomotives ... | 18,160 | 15,722½ |
| Tons of Coal consumed by Locomotives | 561,537 | 506,750½ |
| Total Cost of Fuel consumed by Locomotives ..\$ | 1,110,708 85 | 1,164,006 66 |
| Total Cost of Repairs of Locomotives | \$ 640,542 40 | \$ 667,926 91 |
| Cost of Repairs per Mile Run | Cts. 3.53 | 3.77 |
| Cost of Oil, Tallow, and Waste per Mile Run .. | .43 | .44 |
| Cost of Fuel per Mile Run | 6.12 | 6.57 |
| Cost for Engineers, Firemen, and Wipers, per Mile Run | 6.62 | 6.55 |
| Average No. of Cars in Passenger Trains | No. 4.79 | 4.50 |
| Average No. of Cars in Freight Trains | 18.60 | 18.80 |
| Average No. of Miles Run per Ton of Coal .. | 32 | 35 |
| New Engines built to replace old and worn out .. | 10 | 12 |
| New Boilers built to replace old and worn out .. | 9 | 4 |
| New Fireboxes to replace old and worn out .. | 8 | 10 |
| New Steel Tire to replace old and worn out .. | 149 | 54 |
| New Cylinders to replace old and broken | 34 | 31 |
| New Driving Wheels | 22 | 16 |
| New Tender Frames | 30 | 57 |
| New Tanks | 18 | 11 |
| New Engine and Tender Trucks | 7 | 4 |
| New Steel Driving Axles | 43 | 36 |
| New Smoke Stacks | 119 | 115 |
| New Engine Cabs | 31 | 39 |
| New Pilots | 99 | 79 |
| New Crank Pins | 196 | 209 |
| New Steel Piston Rods | 31 | 46 |
| New Injectors | 21 | 13 |
| New Cross Heads | 30 | 23 |
| New Flues | Sets. 28 | 34 |
| Flues reset | 166 | 181 |
| New Flue Sheets | No. 14 | 7 |
| New Air Brakes | Sets. 94 | 170 |
| Engine Tires Turned | 211 | 277 |
| Engines Thoroughly Repaired | No. 242 | 243 |
| Engines Painted and Varnished | 322 | 297 |
| Wheels and Axles used | Pairs. 1,117 | 1,274 |

STATEMENT

SHOWING NUMBER OF CARS, SERVICE PERFORMED, ITEMS OF REPAIRS, AND A
COMPARISON WITH PREVIOUS YEAR.

| Cars. | Year Ending March 31, 1890. | Year Ending March 31, 1889. |
|---|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Sleeping Coaches..... | 36 | 36 |
| Passenger Coaches, all classes..... | 236 | 237 |
| Baggage, Mail, and Express Cars..... | 74 | 74 |
| Railway Postal Cars..... | 9 | 9 |
| Dining Cars..... | 11 | 8 |
| Business and Paymasters..... | 5 | 5 |
| Total | 371 | 369 |
| In Freight Service— | | |
| Box Freight Cars..... | 9,585 | 8,899 |
| Live Stock Cars..... | 1,852 | 1,857 |
| Platform and Coal Cars..... | 2,429 | 2,429 |
| Drovers', Caboose and other Cars..... | 390 | 388 |
| Total | 14,256 | 13,573 |
| Gravel, Hand, and other Cars used in Repairs of Roadway, Track and Bridges | 1,327 | 1,267 |
| Number of Miles Run by Cars in Passenger Service during the year..... | 27,568,844 | 24,144,688 |
| Number of Miles Run by Cars in Freight Service during the year..... | 151,633,894 | 147,301,792 |
| Number of Miles run by Cars in Repairs and Con- struction Work..... | 4,177,026 | 4,750,464 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

| | | |
|---|--|-----|
| Rebuilt to Replace Worn Out or Destroyed Cars. | { Passenger | 2 |
| | { Freight Cars (all kinds)..... | 199 |
| Thoroughly Repaired and Repainted. | { Sleeping Cars..... | 8 |
| | { Passenger Coaches..... | 29 |
| | { Dining Cars | 1 |
| | { Baggage, Mail, and Express Cars..... | 13 |
| Ordinary Repairs, Cleaned and Varnished. | { Sleeping Cars..... | 29 |
| | { Passenger Coaches..... | 173 |
| | { Baggage, Mail, and Express Cars..... | 60 |
| | { Dining Cars..... | 9 |
| New Upholstered. | { Sleeping Cars..... | 6 |
| | { Passenger Coaches..... | 21 |
| Repaired and Repainted. | { Drovers' and Caboose Cars..... | 81 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

CONTINUED.

| | |
|--|--------|
| Freight Cars—Furnished with New Roofs..... | 450 |
| “Furnished with New Floors..... | 380 |
| “Repainted..... | 688 |
| “Roofs Repainted..... | 847 |
| Number of Wheels used in Repairs..... | 9,649 |
| Number of Axles used in Repairs..... | 1,296 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year..... | 75,234 |

STATEMENT.

SHOWING COMPARATIVE PASSENGER MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1890. | Year Ending March 31, 1889. |
|---|--------------------------------|--------------------------------|
| Number of Passengers Carried during the year... | 4,442,167½ | 4,308,640½ |
| “ “ First Class..... | 4,391,673½ | 4,265,012½ |
| “ “ Second Class }..... | 50,494 | 43,628 |
| “ “ Emigrant... } | | |
| “ “ Through..... | 228,184 | 223,876 |
| “ “ Way..... | 4,214,033½ | 4,084,764½ |
| “ “ Moving East..... | 2,189,766½ | 2,123,026½ |
| “ “ Moving West..... | 2,252,401 | 2,185,614 |
| “ “ Carried one mile..... | 195,630,821 | 184,801,408 |
| Equivalent to carrying each Passenger..... | 44 miles | 43 miles |
| Average Rate per Passenger per mile..... | \$.02,177 | \$.02,174 |
| Earnings of Sleeping Cars for year..... | 44,473.69 | 41,473.35 |
| Earnings of Dining Cars for year..... | 59,067.32 | 63,372.36 |
| Earnings from Excess Baggage for year..... | 55,987.87 | 50,730.63 |
| Earnings from Transportation of Passengers..... | 4,454,342.97 | 4,202,925.30 |
| Total Passenger Earnings..... | 4,613,821.85 | 4,358,501.64 |
| Average for each Passenger carried..... | 1.04 | 0.98 |

| | |
|--|----------------------------|
| Increase in Number of Passengers carried..... | 133,527 or 3.10% per cent. |
| “ “ Movement of Passengers one mile... 10,829,418 or 5.10% “ | |
| “ “ Passenger Earnings.....\$ 255,320.21 or 5.10% “ | |

STATEMENT

SHOWING COMPARATIVE FREIGHT MOVEMENT AND EARNINGS FOR THE YEAR
ENDING MARCH 31, 1890.

| | |
|--|--------------------------|
| Amount of Freight transported during the year ending. | |
| March 31, 1890..... | 12,051,671,706 lbs. |
| Previous year..... | 11,157,921,216 " |
| Increase, 8 $\frac{1}{10}$ % per cent..... | 893,750,490 " |
| Total paying Freight carried one mile..... | |
| March 31, 1890..... | 1,157,420,250 tons. |
| Previous year..... | 1,085,998,858 " |
| Increase, 11 $\frac{1}{10}$ % per cent..... | 121,421,392 " |
| Average rate per ton per mile (Entire system)..... | |
| March 31, 1890..... | .01 $\frac{9}{100}$ cts. |
| Previous year (Lines east of the Missouri River only)..... | .00 $\frac{37}{100}$ " |
| Number of Loaded Cars moving East..... | |
| March 31, 1890..... | 241,790 |
| Previous year..... | 196,951 |
| Total number of Loaded Cars..... | 438,741 |
| Average Tonnage per Loaded Car..... | |
| March 31, 1890..... | 13 $\frac{1}{100}$ tons. |
| Receipts from Freight, year ending March 31, 1890..... | |
| March 31, 1890..... | \$11,828,793.88 |
| Previous year..... | 10,918,369.58 |
| Increase, 8 $\frac{1}{10}$ % per cent..... | \$ 910,424.30 |
| Carried for Company's use..... | |
| March 31, 1890..... | 1,515,969,789 lbs. |
| Previous year..... | 79,435,687 tons. |
| Which, at average rate received, amounts to..... | \$310,244.01 |
| for which no charge has been made. | |

STATEMENT

OF GROSS EARNINGS FOR THE YEAR ENDING MARCH 31, 1890.

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|-----------------|----------------|-----------------|----------------|-----------------|
| 1889. | April..... | \$408,290 79 | \$ 741,102 26 | \$ 86,531 39 | \$1,230,924 44 |
| | May | 863,856 98 | 837,506 78 | 90,565 85 | 1,391,929 11 |
| | June | 888,637 73 | 805,575 64 | 85,406 42 | 1,379,619 79 |
| | July..... | 889,932 91 | 912,389 14 | 119,675 60 | 1,421,997 65 |
| | August..... | 431,866 36 | 1,213,400 36 | 87,019 41 | 1,731,786 13 |
| | September | 500,967 78 | 1,161,598 96 | 92,437 62 | 1,755,024 86 |
| | October..... | 433,549 77 | 1,264,664 86 | 89,789 19 | 1,787,983 83 |
| | November | 343,645 93 | 1,008,305 44 | 103,020 78 | 1,459,972 15 |
| | December..... | 366,594 87 | 1,067,198 59 | 127,454 16 | 1,555,242 62 |
| | January | 323,791 37 | 864,769 99 | 134,263 10 | 1,321,824 46 |
| | February | 297,686 84 | 906,277 53 | 90,157 90 | 1,294,132 27 |
| | March..... | 366,470 52 | 1,052,009 33 | 90,144 24 | 1,508,624 09 |
| | Totals..... | \$4,613,821 85 | \$11,828,793 88 | \$1,196,445 16 | \$17,639,060 89 |
| 1890. | | | | | |
| | | | | | |

STATEMENT

OF DISBURSEMENTS FOR MAINTAINING AND OPERATING THE CHICAGO, ROCK
ISLAND & PACIFIC RAILWAY COMPANY FOR THE YEAR ENDING
MARCH 31, 1890.

| | |
|--|------------------------|
| General Office Salaries | \$ 878,002 19 |
| Legal Expenses | 55,987 47 |
| Books, Printing and Stationery | 190,490 43 |
| Outside Agencies and Advertising | 580,254 73 |
| Agents and Station Service | 1,521,848 96 |
| Station Supplies | 187,624 81 |
| Telegraph Expenses | 244,568 49 |
| Water Supply | 132,692 72 |
| Repairs of Engines and Tenders | 651,036 52 |
| Engineers, Firemen and Wipers | 1,198,043 59 |
| Fuel for Locomotives | 1,111,198 77 |
| Oil, Tallow and Waste | 77,242 26 |
| Repairs of Passenger Cars | 380,593 59 |
| Passenger Train Service | 285,588 95 |
| Passenger Train Supplies | 45,410 53 |
| Passenger Car Mileage | 36,649 64 |
| Dining Car Expenses | 87,752 02 |
| Repairs of Freight Cars | 689,506 75 |
| Freight Train Service | 530,511 01 |
| Freight Train Supplies | 51,334 89 |
| Freight Car Mileage | 327,574 89 |
| Renewal of Rails | 153,251 70 |
| Renewal of Ties | 322,557 96 |
| Repairs of Roadway and Track | 1,424,049 52 |
| Repairs of Fences, Crossings and Signs | 87,767 14 |
| Repairs of Bridges, Culverts and Cattle Guards | 366,192 60 |
| Repairs of Buildings and Fixtures | 253,651 88 |
| Loss and Damage of Goods and Baggage | 54,327 06 |
| Injuries to Persons | 184,287 99 |
| Cattle Killed and Damage to Property | 117,618 76 |
| Contingent Account | 132,085 42 |
| Tax Account | 745,419 57 |
| Total | <u>\$12,475,067 31</u> |

CONDENSED BALANCE SHEET

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, APRIL 1, 1890

CREDIT BALANCES.**LIABILITIES.**

| | | |
|--|-----------------|-------------------------|
| Capital Stock fixed \$50,000,000; amount issued. | \$46,155,800 00 | |
| Fractional Scrip outstanding, convertible into | | |
| Stock | 200 00 | |
| | | \$46,156,000 00 |
| Six per cent. Mortgage Coupon Bonds | \$4,920,000 00 | |
| Six per cent. Mortgage Registered Bonds | 7,580,000 00 | |
| | | 12,500,000 00 |
| Five per cent. Extension Coupon Bonds | \$28,807,000 00 | |
| Five per cent. Extension Registered Bonds | 3,480,000 00 | |
| | | 32,287,000 00 |
| Chicago & Southwestern Ry. Bonds, guaranteed | | 5,000,000 00 |
| Addition and Improvement Account | | 8,213,000 00 |
| Accounts Payable | | 1,163,255 64 |
| Profit Balance of Income Account | | 517,296 57 |
| | | <u>\$105,836,552 21</u> |

DEBIT BALANCES.**ASSETS.**

| | |
|---|-------------------------|
| Cost of Road and Equipment, including all Branch Roads owned by this Company | \$65,485,393 13 |
| Cost of Railroad Bridge at Rock Island | 758,526 10 |
| Capital Stock and Bonds of Connecting Roads | 8,714,022 45 |
| Advances made to the Chicago, Kansas & Nebraska Ry. Co. as per Contract dated May 15, 1886 | 28,134,396 81 |
| Loans and other Investments | 595,644 18 |
| C., R. I. & P. Ry. Co. Capital Stock on hand | 12,100 00 |
| Six per cent. C., R. I. & P. Ry. Co. Mortgage Bonds on hand. | 400,000 00 |
| Stock of Materials, Fuel, etc., on hand | 806,544 90 |
| Accounts Receivable | 760,723 85 |
| Cash and Loans (payable on demand) | 169,200 79 |
| | <u>\$105,836,552 21</u> |

ANNUAL

**SHOWING THE NUMBER OF MEN EMPLOYED, SERVICE
YEAR ENDING**

| Service. | 1889. April. | May. | June. | July. |
|---|-----------------|--------------|--------------|--------------|
| General Offices..... | 389 | 364 | 335 | 351 |
| Engineers, Firemen and Wipers..... | 1,296 | 1,306 | 1,301 | 1,319 |
| Machinists..... | 818 | 785 | 753 | 738 |
| Boiler Makers..... | 126 | 122 | 120 | 121 |
| Blacksmiths..... | 238 | 232 | 227 | 225 |
| Car Builders and Repairers..... | 1,194 | 1,177 | 1,137 | 1,142 |
| Telegraph Repairers..... | 17 | 21 | 22 | 31 |
| Train Masters and Dispatchers..... | 61 | 60 | 62 | 61 |
| Conductors, Baggage-men and Brakemen..... | 1,061 | 1,038 | 1,040 | 1,068 |
| Agents and Station Service..... | 2,013 | 1,962 | 1,942 | 1,945 |
| Track Repairers..... | 2,836 | 2,897 | 2,902 | 2,920 |
| Tankmen..... | 83 | 77 | 78 | 81 |
| Carpenters and Bridge Builders..... | 245 | 268 | 295 | 325 |
| Extra Gangs and Construction Trains..... | 672 | 746 | 858 | 816 |
| Chicago Passenger Station..... | 57 | 57 | 56 | 55 |
| Dining Car Service..... | 69 | 74 | 67 | 69 |
| Division Superintendents' Offices..... | 28 | 28 | 28 | 28 |
| Supply Department Labor..... | 72 | 69 | 70 | 70 |
| Engineering..... | 11 | 10 | 10 | 12 |
| Total Men..... | 11,286 | 11,293 | 11,803 | 11,377 |
| Total Pay..... | \$536,406.31 | \$550,480.24 | \$543,325.97 | \$558,673.03 |

Total amount paid during the year.....\$6,840,177.88

Average number of men employed per month..... 11,431

Average amount paid per month..... \$570,014.82

STATEMENT.

PERFORMED AND COST OF SAME FOR THE FISCAL
MARCH 31, 1890.

| August. | September. | October. | November. | December. | 1890. January. | February. | March. |
|--------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| 341 | 344 | 344 | 348 | 866 | 356 | 363 | 366 |
| 1,378 | 1,382 | 1,445 | 1,411 | 1,368 | 1,344 | 1,334 | 1,358 |
| 744 | 753 | 782 | 779 | 719 | 747 | 740 | 752 |
| 118 | 117 | 140 | 134 | 136 | 136 | 140 | 136 |
| 221 | 237 | 242 | 232 | 209 | 211 | 207 | 208 |
| 1,152 | 1,168 | 1,199 | 1,201 | 1,222 | 1,251 | 1,233 | 1,269 |
| 31 | 31 | 27 | 22 | 19 | 23 | 21 | 18 |
| 64 | 66 | 65 | 68 | 68 | 66 | 64 | 66 |
| 1,154 | 1,274 | 1,289 | 1,211 | 1,155 | 1,100 | 1,151 | 1,177 |
| 2,028 | 2,117 | 2,074 | 2,108 | 2,065 | 2,173 | 2,187 | 2,225 |
| 3,182 | 3,088 | 3,049 | 2,747 | 2,575 | 2,273 | 2,016 | 2,156 |
| 76 | 82 | 81 | 84 | 80 | 53 | 78 | 78 |
| 283 | 266 | 253 | 310 | 311 | 256 | 241 | 256 |
| 869 | 945 | 1,030 | 1,053 | 859 | 688 | 490 | 527 |
| 43 | 44 | 35 | 42 | 40 | 38 | 35 | 40 |
| 75 | 78 | 65 | 73 | 69 | 69 | 67 | 70 |
| 28 | 30 | 29 | 29 | 29 | 29 | 29 | 28 |
| 74 | 85 | 85 | 101 | 94 | 98 | 87 | 100 |
| 12 | 15 | 14 | 22 | 17 | 17 | 20 | 35 |
| 11,873 | 12,122 | 12,248 | 11,975 | 11,401 | 10,928 | 10,503 | 10,865 |
| \$598,781.03 | \$606,176.77 | \$635,568.47 | \$593,367.25 | \$573,015.68 | \$552,261.66 | \$524,873.84 | \$567,247.63 |

STATEMENT

OF TONNAGE, IN POUNDS, CROSSING THE RAILWAY BRIDGE AT ROCK ISLAND
FOR THE YEAR ENDING MARCH 31, 1890.

| Months. | | East. | West. | Totals. |
|------------------------|-----------------|---------------|---------------|---------------|
| 1889. | April | 140,616,844 | 98,676,870 | 239,293,714 |
| | May | 164,867,718 | 99,642,053 | 264,009,771 |
| | June | 147,980,073 | 103,184,466 | 251,114,539 |
| | July | 162,915,465 | 111,020,954 | 273,936,419 |
| | August | 285,951,859 | 185,647,369 | 421,599,228 |
| | September | 224,700,626 | 144,813,920 | 369,514,546 |
| | October | 248,564,129 | 139,637,321 | 388,201,450 |
| | November | 187,154,036 | 117,874,233 | 305,028,269 |
| | December | 276,236,963 | 105,314,686 | 381,551,649 |
| 1890. | January | 206,300,935 | 82,307,803 | 288,608,738 |
| | February | 205,774,124 | 89,460,523 | 295,234,647 |
| | March | 243,005,360 | 121,891,295 | 364,896,655 |
| Totals | | 2,493,568,132 | 1,349,421,493 | 3,842,989,625 |
| Totals last year | | 2,036,413,548 | 1,717,014,117 | 3,753,427,665 |
| Increase | | 457,154,584 | ..... | 89,561,960 |
| Decrease ..... |  | ..... | 367,592,624 | ..... |

STATEMENT

SHOWING NUMBER OF LOADED CARS CROSSING THE RAILWAY BRIDGE AT ROCK
ISLAND, FOR THE YEAR ENDING MARCH 31, 1890.

| Months. | | East. | West. | Totals. |
|------------------------|-----------------|--------|--------|---------|
| 1889. | April | 6,213 | 7,271 | 13,484 |
| | May | 7,209 | 6,861 | 14,070 |
| | June | 6,648 | 6,851 | 13,499 |
| | July | 6,835 | 6,049 | 12,884 |
| | August | 9,439 | 7,801 | 17,240 |
| | September | 8,959 | 8,105 | 17,064 |
| | October | 9,805 | 8,127 | 17,932 |
| | November | 7,337 | 6,693 | 14,030 |
| | December | 8,971 | 6,711 | 15,682 |
| 1890. | January | 7,891 | 5,520 | 13,411 |
| | February | 7,547 | 6,092 | 13,639 |
| | March | 8,770 | 7,016 | 15,786 |
| Totals | | 95,624 | 83,097 | 178,721 |
| Totals last year | | 89,436 | 91,902 | 181,338 |
| Increase | | 6,188 | ..... | ..... |
| Decrease ..... |  | ..... | 8,805 | 2,617 |

STATEMENT

OF STATISTICS FOR YEAR ENDING MARCH 31, 1890.

| Commodities. | Moving Eastward. | Moving Westward. | Total Quantities. | Total No. of Pounds. |
|------------------------------------|---------------------|---------------------|----------------------|-------------------------|
| Merchandise | Lbs. 328,653,111 | 786,875,313 | 1,115,528,424 | 1,115,528,424 |
| Lumber, Lath, Shing. | " 162,930,886 | 761,412,849 | 924,343,735 | 924,343,735 |
| Ag'l Implements | " 10,994,795 | 65,291,265 | 76,286,060 | 76,286,060 |
| Vehicles | " 10,394,271 | 32,426,568 | 42,820,839 | 42,820,839 |
| Machinery | " 8,409,216 | 36,621,558 | 45,030,774 | 45,030,774 |
| Staves and Headings | " 13,439,315 | 35,544,834 | 48,984,149 | 48,984,149 |
| Wool | " 10,642,409 | 450,606 | 11,093,015 | 11,093,015 |
| Hides | " 22,561,491 | 1,886,106 | 24,447,597 | 24,447,597 |
| Oil Cake | " 11,684,786 | 355,380 | 12,040,116 | 12,040,116 |
| Butter | " 18,247,869 | 1,875,755 | 20,123,624 | 20,123,624 |
| Cheese | " 541,135 | 1,430,490 | 1,971,625 | 1,971,625 |
| Tea | " 5,947,405 | 1,139,774 | 7,087,179 | 7,087,179 |
| Coffee | " 1,635,028 | 17,307,248 | 18,942,276 | 18,942,276 |
| Sugar and Syrup | " 70,198,280 | 50,028,950 | 120,227,230 | 120,227,230 |
| Lard and Tallow | " 47,733,812 | 5,536,306 | 53,270,118 | 53,270,118 |
| Potatoes | " 47,160,570 | 38,879,266 | 86,039,836 | 86,039,836 |
| Grass, and Flax Seed | " 36,966,512 | 2,753,532 | 39,720,044 | 39,720,044 |
| Broom Corn | " 4,348,561 | 134,920 | 4,483,481 | 4,483,481 |
| Mill Stuffs | " 71,047,690 | 14,297,529 | 85,345,219 | 85,345,219 |
| Ore and Bullion | " 83,144,875 | 50,028,099 | 133,172,974 | 133,172,974 |
| Lead | " 4,297,915 | 482,286 | 4,780,151 | 4,780,151 |
| Drain Tile | " 36,398,114 | 28,663,433 | 65,061,547 | 65,061,547 |
| Soap | " 753,233 | 4,807,547 | 5,560,780 | 5,560,780 |
| Canned Goods | " 11,182,969 | 7,881,754 | 19,064,723 | 19,064,723 |
| Wire (Fence, etc.) | " 8,890,171 | 37,489,359 | 46,379,530 | 46,379,530 |
| Emigrant Movables | Cars. 904 | 1,593 | 2,497 | 49,940,890 |
| Milk | Gals. 965,883 | 33,381 | 999,264 | 7,994,113 |
| Wheat | Bush. 3,458,973 | 191,431 | 3,650,404 | 219,024,253 |
| Malt | " 128,827 | 100,338 | 229,165 | 8,249,941 |
| Corn | " 32,403,359 | 561,121 | 32,964,480 | 1,846,010,886 |
| Rye | " 938,992 | 20,184 | 959,176 | 53,713,847 |
| Oats | " 15,380,947 | 700,182 | 16,081,129 | 514,596,135 |
| Barley | " 2,231,026 | 190,559 | 2,421,585 | 116,236,095 |
| Flour | Bbls. 652,330 | 167,356 | 819,686 | 177,052,087 |
| Salt | " 112,191 | 327,646 | 439,837 | 131,950,997 |
| Lime and Cement | " 305,540 | 374,625 | 680,165 | 149,636,451 |
| Beef and Pork | " 214,129 | 20,772 | 234,901 | 68,121,241 |
| Oil | " 26,277 | 309,304 | 335,581 | 127,520,672 |
| Eggs | " 88,685 | 25,440 | 114,125 | 22,824,989 |
| Fruits (dried and gre'n) | " 166,640 | 248,390 | 415,030 | 62,254,507 |
| Whisky and Highw's | " 77,273 | 16,584 | 93,857 | 35,196,097 |
| Ale and Beer | " 12,845 | 72,110 | 84,955 | 28,035,242 |
| Railroad Ties | No. 238,004 | 1,058,173 | 1,296,177 | 168,503,021 |
| Brick | " 61,047,415 | 10,251,622 | 71,299,037 | 285,196,148 |
| Cattle | " 419,693 | 56,978 | 476,671 | 572,004,215 |
| Hogs | " 1,155,680 | 158,450 | 1,314,130 | 328,532,688 |
| Sheep | " 315,793 | 58,492 | 374,285 | 31,814,222 |
| Horses | " 33,027 | 7,023 | 40,650 | 44,714,410 |
| Ice | Tons. 15,439 | 23,136 | 38,575 | 77,148,950 |
| Coal (soft) | " 452,554 | 654,730 | 1,107,284 | 2,214,567,395 |
| Coal (hard) | " 11,323 | 91,414 | 102,737 | 205,474,821 |
| Coke | " 904 | 29,057 | 29,961 | 59,922,304 |
| Iron (Pig and Railroad) | " 28,271 | 116,662 | 144,933 | 289,866,457 |
| Iron (manufactured) | " 15,443 | 53,838 | 68,281 | 136,563,265 |
| Hay | " 68,240 | 8,634 | 76,874 | 153,748,051 |
| Sand and Gravel | " 70,780 | 50,287 | 121,067 | 242,135,529 |
| Stone | " 220,782 | 84,877 | 305,659 | 611,316,741 |
| Total | | | | 12,051,671,706 |

STATEMENT OF PASSENGER BUSINESS

OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY FOR THE YEAR ENDING MARCH 31, 1890.

| Months. | Dining Car Earnings. | Excess Baggage. | Sleeping Car Earnings. | Whole Amount Passenger Earnings. | First Class Passengers. | Second Class and Emigrant Passengers. | Total Passengers. | Through Passengers. | Way Passengers. | Passengers East. | Passengers West. | Passengers Carried One Mile. |
|--------------|----------------------|-----------------|------------------------|----------------------------------|-------------------------|---------------------------------------|-------------------|---------------------|-----------------|------------------|------------------|------------------------------|
| April, 1889. | \$4,927.56 | \$4,483.37 | \$3,288.15 | \$403,290.79 | 336,415½ | 5,826½ | 842,242 | 20,392½ | 321,849½ | 171,973½ | 170,268½ | 15,699,478 |
| May, " | 4,776.69 | 4,124.18 | 3,902.64 | 363,856.98 | 332,873½ | 4,585 | 337,458½ | 16,631 | 320,827½ | 166,322 | 170,636½ | 14,418,821 |
| June, " | 4,897.16 | 4,757.79 | 3,879.97 | 388,637.73 | 336,201 | 4,100 | 340,301 | 18,553 | 321,948 | 165,326 | 174,975 | 16,283,437 |
| July, " | 3,974.72 | 6,456.42 | 3,379.70 | 389,932.91 | 377,008 | 3,066 | 380,674 | 16,557 | 364,117 | 189,862½ | 191,811½ | 15,891,187 |
| Aug., " | 5,949.23 | 4,533.62 | 5,438.23 | 431,366.36 | 390,256 | 3,544 | 393,800 | 24,566½ | 368,933½ | 190,951½ | 202,848½ | 19,538,200 |
| Sept., " | 6,739.69 | 4,054.43 | 7,065.46 | 500,987.78 | 525,395½ | 4,152 | 529,547½ | 26,891½ | 502,656 | 260,579 | 268,968½ | 21,707,658 |
| Oct., " | 5,885.34 | 5,702.60 | 3,241.04 | 438,549.77 | 376,195½ | 3,949½ | 380,145 | 26,790 | 353,355 | 187,858 | 192,287 | 19,418,404 |
| Nov., " | 4,364.16 | 4,188.17 | 4,273.71 | 348,645.93 | 335,466 | 4,284 | 339,750 | 15,398 | 324,352 | 168,333 | 170,917 | 14,600,726 |
| Dec., " | 4,422.65 | 3,403.28 | 2,956.16 | 366,594.87 | 370,381 | 2,806 | 373,187 | 15,292½ | 357,894½ | 185,640 | 187,547 | 15,314,086 |
| Jan., 1890. | 4,309.00 | 5,926.09 | 2,744.20 | 322,791.37 | 340,263½ | 3,099½ | 343,362 | 15,962½ | 327,399½ | 168,034½ | 175,827½ | 18,577,408 |
| Feb., " | 3,681.41 | 4,240.47 | 1,238.61 | 297,696.84 | 337,823½ | 2,441 | 330,264½ | 12,431½ | 317,833 | 162,527 | 167,737½ | 11,932,245 |
| March, " | 5,139.71 | 4,067.45 | 3,565.82 | 366,470.52 | 343,395½ | 8,040½ | 351,436 | 18,568 | 332,868 | 173,359½ | 179,076½ | 17,189,111 |
| Totals.... | \$59,067.32 | \$55,937.87 | \$44,473.69 | \$4,613,821.85 | 4,391,673½ | 50,494 | 4,442,167½ | 228,134 | 4,214,033½ | 2,189,766½ | 2,252,401 | 195,630,821 |

| | | |
|--|----------|---------|
| Average Rate per Mile per Passenger..... | 1889-90. | 1888-9. |
| Average Mileage per Passenger..... | .02,876 | .02,876 |
| | 44 | 43 |

SUMMARY.

| | Year Ending March 31, 1889. | Year Ending March 31, 1889. |
|---|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains..... | 5,884,405 | 5,261,589 |
| Number of Miles run by Freight Trains..... | 11,429,297 | 11,206,948 |
| Number of Miles run by Wood, Gravel, and Construction Trains..... | 852,822 | 1,254,428 |
| Total Number of Miles run..... | 18,166,024 | 17,722,965 |
| Number of Tons Freight carried one Mile..... | 1,157,420,250 | 1,076,692,580 |
| Number of Passengers carried one Mile..... | 195,630,821 | 184,801,408 |
| Earnings per Mile run on Freight..... | \$1.03 | \$0.97 |
| Earnings per Mile run by Passenger Trains..... | .80 | .94 |
| Expenses per Mile run, including Legal Expenses and Taxes..... | .69 | .68 |
| Percentage of Operating Expenses to Earnings..... | 70.7% | 72.2% |
| Percentage of Expenses to Earnings, less Taxes..... | 66.1% | 69.1% |
| Cost per Ton and per Passenger per Mile, assuming one Passenger equal one Ton of Freight..... | .00.82% | .00.86% |
| Aggregate of Tons Freight and Passengers carried one Mile..... | 1,853,051,071 | 1,261,493,983 |
| *Amount Received per Ton per Mile..... | .01.7% | .00.1% |
| Amount Received per Passenger per Mile..... | .02.8% | .02.8% |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .12 | .13 |
| Number of Passengers carried one Mile for each Mile run by Passenger Trains..... | 33 | 35 |

*The rate per ton per mile for 1889 applies to lines east of Missouri River only.

PROPERTY OF
HARVEY FISK & SON.
STATISTICAL DEPARTMENT.

NOT TO BE LOANED OR TAKEN FROM OFFICE

ELEVENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1891.

SUING A NON-INTEREST EARNER.

A dispatch from Topeka, Kan., says that arguments are being heard in the United States Circuit Court in the Rock Island foreclosure case, wherein the Metropolitan Trust Company of New-York brings suit against the Chicago, Kansas and Nebraska Railroad and the Rock Island Railroad to foreclose a mortgage given by the Chicago, Kansas and Nebraska to the complainant, as Trustee, for the benefit of all the bondholders, the Rock Island claiming to hold \$25,000,000 of the bonds in default of interest amounting to some \$400,000. Thomas W. Whitrow, general counsel for the Rock Island, appears for that company, and General Solicitor Low for the Chicago, Kansas and Nebraska. The Trustee, at the instance of the Rock Island, brought this action to foreclose the mortgage and have the proceeds applied to the payment of their debt.

The municipalities by whom aid for the construction of the Chicago, Kansas and Nebraska was voted were permitted to file an interplea setting up their interest, they claiming to be stockholders to the extent of \$2,500,000. They are making a desperate fight to prevent the road from going into the hands of a receiver.

The Chicago, Kansas and Nebraska Railway is operated by the Chicago, Rock Island and Pacific under a lease which requires the Rock Island to pay over 30 per cent. of the gross earnings of the railway of the Chicago, Kansas and Nebraska. In fact, the net earnings of the Chicago, Kansas and Nebraska do not amount to 30 per cent. of the gross earnings. The Rock Island Company is therefore compelled to pay not only the difference between 30 per cent. of the gross earnings of the company and interest on bonds, but also to make up from its own treasury the deficiency. The Rock Island has paid promptly the interest on its bonds secured by the Chicago, Kansas and Nebraska collaterals bonds, as the earnings of the Chicago, Kansas and Nebraska have not been sufficient to pay the interest, the deficit on Jan. 1 being \$431,507, with a further deficit of \$600,000 on July 1.

THE MORTGAGE TO BE FORECLOSED.

Kansas City, March 12 (Special).—The decision of Newman Erb, referee in the case of the foreclosure of the Chicago, Kansas and Nebraska Road, has been approved by Judge Caldwell, and the road will probably be secured by the Rock Island. The decision is an important one and will result in the transfer of property worth \$28,000,000, and the wiping out of stock worth \$3,000,000 held by the people of counties through which the road passes. The controversy arose over the attempt to foreclose the mortgage. When the line was built the Rock Island advanced the money necessary and accepted bonds in return. The Rock Island Company had issued mortgage bonds on the road bearing interest to be paid under provisions then made. The Rock Island afterward took control of the property, the terms of the lease being 30 per cent. of the gross earnings, to be paid to the original stockholders.

IN FAVOR OF THE BONDHOLDERS.

TOPEKA, Kan., Dec. 18.—Judge Caldwell, this afternoon made a ruling in the Rock Island case which is a temporary victory for the municipal bondholders who are contesting the right of the Metropolitan Trust Company of New-York to foreclose their mortgage on the Chicago, Kansas and Nebraska Railroad, better known as the "Rock Island in Kansas." The municipal bondholders being cities which voted aid for the construction of the road in Kansas, claim that the Rock Island is attempting to render their bonds worthless by foreclosing the mortgage. Judge Caldwell to-day held that not enough evidence had been presented to show that the road was in default in payment of the mortgage, and that the case must either be dismissed or a master appointed to take further evidence.

RAILROAD MANAGEMENT.

A DAMAGING DECISION.

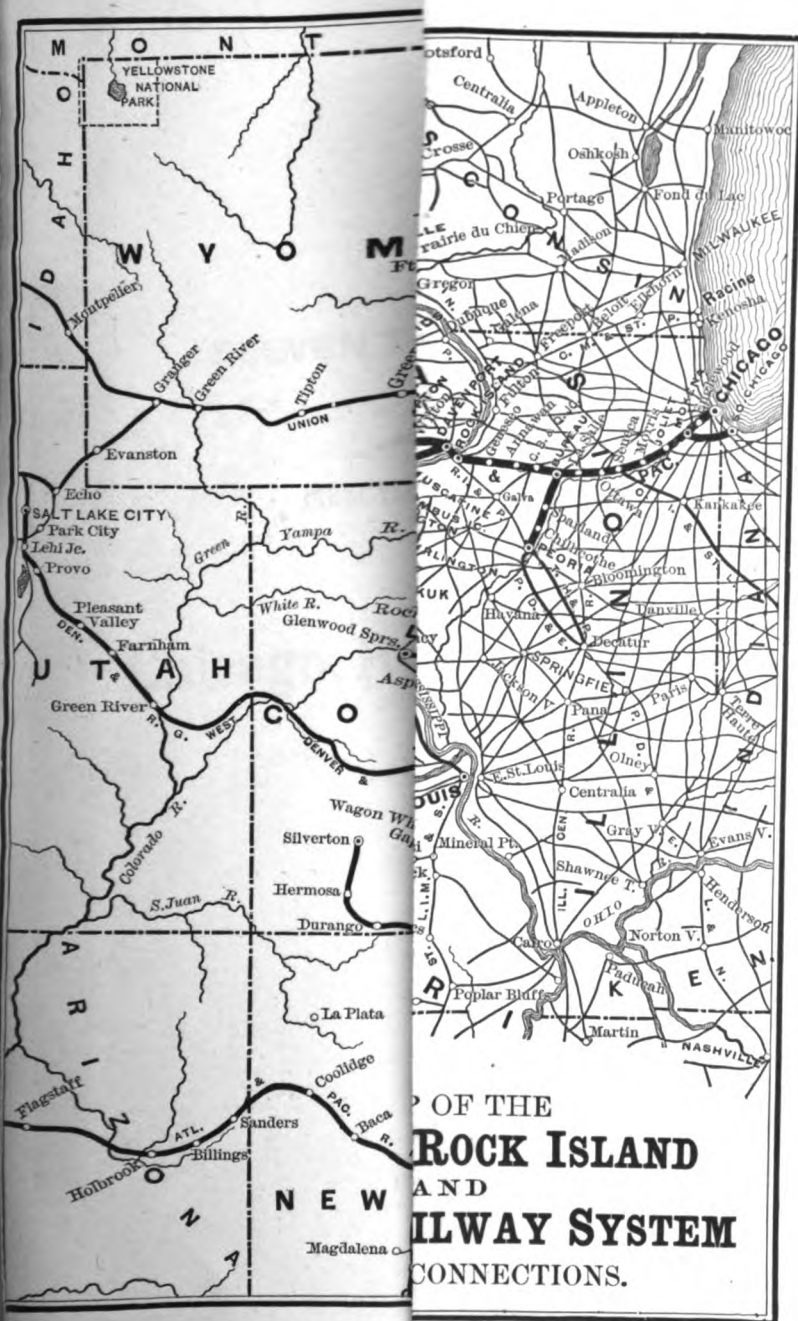
THE CHICAGO, KANSAS AND NEBRASKA RAILROAD TO BE SOLD.

KANSAS CITY, Mo., March 12.—Judge Caldwell of the United States Circuit Court has signed the decree of foreclosure in the case of the Rock Island Road against the Chicago, Kansas and Nebraska, and the latter line is now to be disposed of at public sale to satisfy the Rock Island's mortgage of \$28,000,000. The date of sale has not yet been fixed. The case has been hotly contested for over a year.

The controversy arose over the attempt to foreclose the mortgage on the Chicago, Kansas and Nebraska Road. When the line was built the Rock Island advanced the money necessary and accepted bonds in return. The Rock Island Company had issued mortgage bonds on the road bearing interest, to be paid under provisions then made. The Rock Island afterward took control of the property, the terms of the lease being 30 per cent. of the gross earnings, to be paid to the original stockholders. The counties of Kansas and Nebraska through which the road was built voted \$3,000,000 in aid of the road and accepted that much stock.

The interest on the mortgage bonds became due and was not paid, and the Trustee, the Metropolitan Trust Company of New-York, holding the mortgage brought suit for foreclosure on the ground of default in the payments of interest. The counties holding stock in the road protested against the foreclosure and fought it in the United States courts, their case being that the interest was not defaulted, as the Rock Island had not paid the 30 per cent. of the gross earnings as stipulated, but instead had paid only a part of the agreed percentage. The Rock Island Company held that it had paid the full amount, less the operating expenses, and it was on this point that an issue was made. After the hearing of the case Judge Caldwell about a month ago referred the case to Newman Erb as referee. Mr. Erb decided in favor of the Rock Island Company, and held that its position was legal. He found that the payment of the interest was defaulted and that the Trustee had a right to foreclose the mortgage and sell the road.

Judge Caldwell sustained the decision. The Kansas and Nebraska counties lose the value of their stock, which will become worthless upon the sale of the road. It is rumored that a bond syndicate will buy the road when it is put up at auction, and thus kill an active competitor with the Union Pacific.



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NEW YORK

ELEVENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1891.

DIRECTORS AND OFFICERS
OF THE
Chicago, Rock Island & Pacific Railway Co.
FOR 1891.

DIRECTORS.

| | | | |
|-----------------------------------|-----------|------------------------|--------------|
| R. P. FLOWER | New York. | ALEX. T. VAN NEST..... | New York. |
| BENJ. BREWSTER | New York. | HUGH RIDDLE..... | Chicago. |
| H. R. BISHOP..... | New York. | H. H. PORTER..... | Chicago. |
| HENRY M. FLAGLER | New York. | MARSHALL FIELD..... | Chicago. |
| ALEXANDER E. ORR..... | New York. | JOHN DE KOVEN..... | Chicago. |
| DAVID DOWS, JR..... | New York. | R. R. CABLE..... | Rock Island. |
| GEO. G. WRIGHT, Des Moines, Iowa. | | | |

GENERAL OFFICERS.

| | |
|--|--------------|
| R. R. CABLE, President | Chicago. |
| BENJ. BREWSTER, First Vice-President | New York. |
| W. G. PURDY, Second Vice-President, Treasurer and Secretary..... | Chicago. |
| H. A. PARKER, Third Vice-President..... | Chicago. |
| A. KIMBALL, Assistant to the President | Davenport. |
| J. R. COWING, Assistant Treasurer and Assistant Secretary | New York. |
| J. F. PHILLIPS, Assistant Treasurer and Assistant Secretary..... | Chicago. |
| C. F. JILSON, Assistant Treasurer..... | Topeka, Kan. |
| E. ST. JOHN, General Manager..... | Chicago. |
| W. I. ALLEN, Assistant General Manager..... | Chicago. |
| W. M. SAGE, Traffic Manager..... | Chicago. |
| H. F. ROYCE, General Superintendent—Lines East of Missouri River | Chicago. |
| C. DUNLAP, General Superintendent—Lines West of Missouri River..... | Topeka, Kan. |
| F. W. PORTER, Auditor | Chicago. |
| JOHN SEBASTIAN, General Ticket and Passenger Agent..... | Chicago. |
| J. M. JOHNSON, General Freight Agent—Lines East of Missouri River.... | Chicago. |
| DANIEL ATWOOD, General Freight Agent—Lines West of Missouri River. | Topeka, Kan. |
| F. A. MARSH, Purchasing Agent..... | Chicago. |
| THOS. F. WITHROW, General Counsel..... | Chicago. |
| T. S. WRIGHT, General Attorney..... | Chicago. |
| M. A. LOW, General Attorney..... | Topeka, Kan. |
| J. L. DREW, Land Commissioner..... | Davenport. |
| CORN EXCHANGE BANK, Register of Stock..... | New York. |

EXECUTIVE COMMITTEE.

| | | |
|---------------|------------------|---------------|
| HUGH RIDDLE. | RANSOM R. CABLE. | H. H. PORTER. |
| H. R. BISHOP. | BENJ. BREWSTER. | |

ELEVENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

CHICAGO, ROCK ISLAND & PACIFIC

RAILWAY COMPANY.

The Board of Directors submit the following report for the year ending March 31, 1891 :

| | |
|---|-------------------|
| Gross Earnings were | \$17,473,633 86 ✓ |
| Operating Expenses and Taxes | 12,413,794 56 ✓ |
| Net Earnings..... | \$5,059,839 30 ✓ |
| Add net cash receipts of lands sold | 98,650 00 ✓ |
| * " Interest received from C., K. & N. Ry. Co..... | 1,216,662 41 ✓ |
| Net Income | \$6,375,151 71 |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$2,714,950 00 |
| " Rentals of Leased Lines | 1,871,744 21 |
| " Rentals and Tolls Mo. River Bridges..... | 188,537 71 |
| " Dividend on Capital Stock, 4 per cent | 1,846,232 00 |
| " Premium on \$43,000—5 per cent. Ext. and Col. Bonds, purchased for account of the Sinking Fund, under the Mortgage .. | 369 30 ✓ |
| | 6,621,833 22 |
| Showing Deficit for the year..... | \$246,681 51 |

The Capital Stock and Bonded Debt of the Company is as follows :

| | |
|--|-----------------|
| Capital Stock issued..... | \$46,155,800 00 |
| Fractional Scrip convertible into Stock | 200 00 |
| Six per cent. Mortgage Bonds..... | 12,500,000 00 |
| Five per cent. Extension and Collateral Bonds. \$33,652,000 00 | |
| Less Bonds purchased for account Sinking Fund | 133,000 00 |
| | 33,519,000 00 |
| Seven per cent. C. & S. W. R. R. Bonds, Guaranteed | 5,000,000 00 |

* Balance yet due from C., K. & N. Ry. Co. for Interest on Bonds, accrued during the fiscal year \$ 202,277 59

Main Line and Branch Railroads owned, leased and operated by the Chicago, Rock Island & Pacific Railway Company, at date of this report, are as follows :

| LINES OWNED. | | Miles. |
|--|----------|--------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 498.92 | |
| Davenport, Iowa, to Atchison, Kan..... | 841.84 | |
| Atchison Junc., Mo., to Leavenworth, Kan..... | 20.26 | |
| Washington, Iowa, to Knoxville, Iowa | 79 | |
| South Englewood, Ill., to South Chicago, Ill..... | 7.50 | |
| Wilton, Iowa, to Muscatine, Iowa..... | 11.98 | |
| Wilton, Iowa, to Lime Kiln, Iowa | 6.08 | |
| Newton, Iowa, to Monroe, Iowa..... | 17 | |
| Des Moines, Iowa, to Indianola and Winterset, Iowa..... | 46.95 | |
| Menlo, Iowa, to Guthrie Center, Iowa..... | 14.58 | |
| Atlantic, Iowa, to Audubon, Iowa | 24.54 | |
| Atlantic, Iowa, to Griswold, Iowa..... | 14.71 | |
| Avoca, Iowa, to Carson, Iowa | 17.61 | |
| Avoca, Iowa, to Harlan, Iowa | 11.84 | |
| Mt. Zion, Iowa, to Keosauqua, Iowa..... | 4.50 | |
| Altamont, Mo., to St. Joseph, Mo..... | 49.66 | |
| South St. Joseph, Mo., to Rushville, Mo..... | 14.70 | |
| Kansas City, Mo., to Armourdale, Kan..... | 2.40 | |
| South Omaha, Neb., to Lincoln, Neb..... | 54.77 | |
| Total miles owned..... | 1,238.84 | |
| LINES LEASED. | | |
| Bureau Junc., Ill., to Peoria, Ill..... | 46.70 | |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.20 | |
| Des Moines, Iowa, to Fort Dodge and Rathven, Iowa..... | 143.76 | |
| Elwood, Kan., to Liberal, Kan..... | 439.54 | |
| Herington, Kan., to Minco, I. T..... | 246.97 | |
| Herington, Kan., to Salina, Kan..... | 49.30 | |
| Horton, Kan., to Roswell, Colo..... | 568.65 | |
| Fairbury, Neb., to Nelson, Neb..... | 51.53 | |
| McFarland, Kan., to Belleville, Kan..... | 103.98 | |
| Dodge City, Kan., to Bucklin, Kan..... | 26.64 | |
| Total miles leased | 1,839.27 | |
| TRACKAGE RIGHTS. | | |
| Over Hannibal & St. Joseph R. R.— | | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 | |
| Over Union Pacific Ry.— | | |
| Kansas City, Mo., to North Topeka, Kan..... | 67.85 | |
| Limon, Colo., to Denver, Colo..... | 89.20 | |
| Over Denver & Rio Grande R. R.— | | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 | |
| Total miles trackage right..... | 330.45 | |
| Total miles of road over which trains are operated | 3,408.56 | |

The Road is located in different States as follows:

| | |
|-------------------|-----------------------|
| 236.18 | miles in Illinois. |
| 1,065.58 | " " Iowa. |
| 286.85 | " " Missouri. |
| 1,125.85 | " " Kansas. |
| 196.05 | " " Nebraska. |
| 376.86 | " " Colorado. |
| 122.19 | " " Indian Territory. |
| 3,408.56 | miles. |
| Add 195.70 | " of second track. |
| " 9.05 | " " third track. |
| " 588.51 | " " side track. |
| Equal to 4,196.82 | " " single track. |

Statement showing the Details of Earnings and Percentage of Operating Expenses, as compared with the previous fiscal year:

| Sources of Revenue. | March 31, 1891. | March 31, 1890. |
|--|-----------------------|-----------------------|
| Passenger Transportation | \$ 4,762,894 36 | \$ 4,613,821 85 |
| Freight " | 11,513,845 38 | 11,828,798 88 |
| Mail " | 405,077 47 | 366,168 25 |
| Express " | 314,718 44 | 309,300 00 |
| Rents, Interest, etc. | 186,957 47 | 246,001 75 |
| Earnings from Car Mileage..... | 280,906 59 | 267,846 42 |
| " " Telegraph Lines..... | 9,234 15 | 7,128 74 |
| Total Gross Earnings..... | \$17,473,633 86 | \$17,639,060 89 |
| EXPENDITURES. | | |
| Operating Expenses | \$11,647,507 17 | \$11,729,647 74 |
| Taxes | 766,287 39 | 745,419 57 |
| Net Earnings | \$ 5,059,839 30 | \$ 5,163,993 58— |
| Percentage of Operating Expenses to Gross Earnings | 66.8% _{100%} | 66.5% _{100%} |
| Same, including Taxes..... | 71.9% _{100%} | 70.7% _{100%} |

PASSENGER EARNINGS.—In comparison with the previous year Passenger Earnings show an increase of \$149,072.51 or 3.2% per cent., which is made up of a decrease in Earnings from connecting lines of \$87,798.97, or 9.1% per cent., and an increase in Earnings from business originating on our own line of \$236,871.48, or 8.4% per cent.

Total number of Passengers carried increased 364,719, or 8.1% per cent.

The number of first-class Passengers carried increased 362, 232, or $8\frac{25}{100}$ per cent.

The number of second-class Passengers and Emigrant Passengers carried increased 2,487, or $4\frac{28}{100}$ per cent.

The number of Passengers carried one mile increased 13,010,495, or $6\frac{45}{100}$ per cent.

The average distance traveled by each Passenger during the year ending March 31, 1890, was 44 miles, and during the past year was 43 miles.

The number of Through Passengers (Passengers delivered to or received from Connecting Lines) decreased 12,653½, or $5\frac{55}{100}$ per cent., and the number of way (local) Passengers increased 377,372½, or $8\frac{26}{100}$ per cent.

Of all the Passengers carried, 2,439,691½, or $50\frac{75}{100}$ per cent., traveled West, and 2,367,195, or $49\frac{25}{100}$ per cent., traveled East.

The rate per Passenger per mile for the year ending March 31, 1890, was $2\frac{277}{1000}$ cents, and for the year ending March 31, 1891, it was $2\frac{188}{1000}$ cents.

The Passenger Business at 348 stations shows an increase of \$334,341.55, and at 165 stations a decrease of \$185,269.04.

The number of Passengers carried during the year shows an increase at 363 stations of 443,556½, and a decrease at 150 stations of 78,837½.

FREIGHT EARNINGS.—Freight Earnings for the year decreased \$314,948.50, or $2\frac{66}{100}$ per cent.

The Revenue from Through Freight (Freight delivered to or received from connecting lines) increased 234,698.20, or $4\frac{98}{100}$ per cent., while the Revenue from Local Freight decreased \$549,646.70, or $9\frac{24}{100}$ per cent.

Of the entire Freight Earnings, $51\frac{26}{100}$ per cent., was from Through Freight, and $48\frac{24}{100}$ per cent. from Local Freight.

The movement of Freight, as compared with the previous year, shows a decrease of 25,668 tons, or $\frac{43}{100}$ per cent., and the rate per ton per mile has decreased from $1\frac{22}{100}$ to $1\frac{11}{100}$ cents.

GROSS EARNINGS show a decrease of \$165,427.03, or $\frac{24}{100}$ per cent., and

NET EARNINGS show a decrease of \$104,154.28, or $2\frac{02}{100}$ per cent.

OPERATING EXPENSES decreased \$82,140.57, or $\frac{70}{100}$ per cent.

Taxes increased \$20,867.82, or $2\frac{80}{100}$ per cent.

Full details of the foregoing, as also Statements of Assets and Liabilities, Income Account and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Accounts for the year, is as follows :

| | |
|--|--------------|
| For Land, Land Damages..... | \$ 33,645 88 |
| “ Engineering and Contingent Expenses..... | 7,976 29 |
| “ Masonry, Bridges and Culverts | 38,335 80 |
| “ New Depots, Water Stations and Track Scales..... | 27,540 18 |
| “ New Fencing, Crossings and Signs..... | 38,013 71 |
| “ New Machinery for Shops..... | 9,323 20 |
| “ Additional Second Track (16.77 miles)..... | 153,866 02 |
| “ Third Track (9.05 miles) | 58,908 61 |
| “ Additional Side Track (19.11 miles)..... | 127,242 65 |
| “ New Equipment..... | 316,348 55 |
| | <hr/> |
| | \$811,195 34 |

LAND, LAND DAMAGES.—The expenditures for this account include the purchase (jointly with the L. S. & M. S. Ry. Co.) of a lot 100 feet by 113 feet, adjoining our right-of-way at 31st street, Chicago, on which it is contemplated to erect a passenger station for the use of the two companies, to accommodate the residents in the southern section of the city.

A piece of ground containing twenty (20) acres has also been purchased at Blue Island station, to be used as a Freight Yard, relieving our terminals in Chicago to some extent.

MASONRY, BRIDGES AND CULVERTS.—At Utica, Ill., a single track Howe Truss Bridge 88 feet long has been built over the Canal to enable the Company to make a side track connection with the Cement Co.’s works.

Over Cherry Creek, Iowa, an Iron Girder Bridge 137 feet long, on stone piers has been substituted for an inferior structure.

On the Carson Branch one, and on the Griswold Branch three, wooden bridges have been replaced by Iron Bridges.

Near Kellogg, Iowa, over the north Skunk River a combination bridge has been replaced by an Iron Lattice Truss Bridge 129 feet long.

At Kansas City, Kansas, a viaduct has been built across this Company’s tracks, the company paying their proportion of the

expense, thereby securing the vacation of certain streets for railroad purposes.

NEW DEPOTS, WATER STATIONS AND TRACK SCALES.—On the River Dock at the foot of Fifteenth Street, Chicago, a one-story brick freight house, 44 feet by 270 feet, has been erected to facilitate the exchange of freight between Lake and Rail transportation.

At Wichita, Kansas, a freight house has been built and also a five-pocket coal chute.

At North Topeka, Kansas, a ten-pocket coal chute.

At Nelson, Nebraska, a small Elevator for handling flaxseed.

At Winthrop, Mo., large Track Scales have been placed.

At Blue Island, Ill., Extensive improvements have been made to the water supply, and minor like improvements at Joliet and Peru, Ill.

FENCES, CROSSINGS AND SIGNS.—Street Gates have been erected at the following crossings: 30th, 38th, 44th, 45th, Court, 53d, 55th, Cloud, Spring, 70th, 71st, 75th, 76th, 79th streets, Chicago, also at Eastern avenue and Herkimer street, Joliet, and at one crossing in Geneseo, Ill.; at Marquette and Davie streets, Davenport, and 7th and Vine streets, Des Moines, Iowa.

Interlocking Plants have been established at Auburn, Ill., crossing of the C. & W. I. R. R., at South Englewood, Ill., the junction of this company's suburban (dummy) line, and at Washington Heights, Ill.—crossing of the P. C. & St. L. Ry.

In compliance with an ordinance of the city of Chicago, dated March 26, 1890, the company has been compelled to fence its right of way within the city limits by the erection of a 7-foot board fence, from the depot to 63d street. This work has been done jointly with the L. S. & M. S. Ry. Co., and from 63d street to 87th street entirely by this company.

NEW MACHINERY.—Additional Machinery of new and improved designs has been purchased for use in the shops at Chicago, at Fairbury, Neb. and at Goodland, Kansas.

SECOND TRACK.—The second main track has been completed between Annawan and Geneseo, Ill., 13.33 miles, making the length of second track added to the Illinois Division in the past two years 22.45 miles (between Sheffield and Geneseo), the construction of this piece of track gives the company a completed

double track between Chicago and the Mississippi River at Rock Island.

The second track has also been extended 3.44 miles from Dale siding to Buffalo, Iowa, on the South Western Division.

THIRD TRACK.—A third main track has been completed between Englewood and Blue Island, Ill. (9.05 miles.) This track is made necessary by the great number of trains arriving in and departing from Chicago.

SIDE TRACKS.—Side tracks (aggregating 19.11 miles) have been added to the Company's system at points where most needed.

NEW EQUIPMENT.—Additional Equipment has been purchased or built at the Company's shops during the year, as follows: Twelve (12) Passenger and Freight Engines, two (2) Switching Engines, six (6) Chair Cars, five (5) Passenger Cars, five (5) Baggage and Mail Cars, four (4) Sleeping Cars and fifteen (15) Furniture Freight Cars.

NEBRASKA EXTENSION.

During the year the mileage owned by this company has been increased by the construction of a line of road from South Omaha to the city of Lincoln, Nebraska, a distance of 54.77 miles. The connections with this piece of road are made under the terms of a lease executed between the Union Pacific Ry., the Salina and South Western Ry., the Omaha and Republican Valley Ry., the Chicago, Kansas and Nebraska Ry., and the Chicago, Rock Island and Pacific Ry. Companies, under date of May 1, 1890; said lease being ratified by unanimous votes of the stockholders of the respective companies interested, granting to this company the use of tracks and the bridge across the Missouri River at Omaha, from the terminus of our line at Council Bluffs, Iowa, to South Omaha, Neb., a distance of 6.92 miles, and from Lincoln to Beatrice, Neb., a distance of 40.6 miles. By this lease and the construction of the road between South Omaha and Lincoln, a reduction in distance of 25 miles is made between Chicago and Denver, Colorado, proportionately reducing the time and cost of operation on all through business to Colorado and Pacific

Coast points. The above leased lines have not yet been opened for business and the mileage is therefore omitted from our schedule of miles operated.

CHICAGO, KANSAS & NEBRASKA RAILWAY.

May 15, 1886, this Company entered into an agreement with the Chicago, Kansas & Nebraska Railway Company, whereby it purchased all of its first mortgage bonds, all local aid which it should receive, and all of its capital stock not sold to other parties, and in payment undertook to furnish all moneys which should be needed in constructing and equipping its railway. Under this arrangement thirteen hundred and eighty eight (1388) miles of railway extending through or into the States of Kansas, Nebraska and Colorado, and the Indian Territory and the Territory of Oklahoma, were constructed and equipped. This Company received local aid from which it realized \$2,641,817.47; first mortgage bonds having a par value of \$25,149,000.00, and the capital stock to which it was entitled.

The proceeds of the local aid were paid on account of construction. The first mortgage bonds were hypothecated with the United States Trust Company of New York, under the First Mortgage Extension and Collateral of this Company to secure bonds issued under that mortgage. The bonds thus secured were sold, and the proceeds applied in the performance of the contract with the Chicago, Kansas & Nebraska Company; January 1, 1889, that Company failed to pay all of its coupons maturing on that day, and on July 1, following, another default was made. The United States Trust Company, believing that the interests of the bondholders of this Company would be promoted by converting the collateral into a direct lien, required the trustee in the mortgage of the Chicago, Kansas & Nebraska Company to exercise its power to declare the entire debt due, and institute proceedings to foreclose the mortgage. This declaration was made, and a suit commenced in August, 1889.

Some municipalities who had become stockholders intervened in the suit and set up a great many defenses against the foreclosure, all of which save one were abandoned as unsup-

ported after the evidence was concluded. On the final hearing it was insisted that the principal debt was prematurely declared due. The court found against them on this issue, and entered a decree of foreclosure. Since the close of the fiscal year covered by this report the property has been sold, and the United States Trust Company, exercising authority conferred by the First Mortgage Extension and Collateral, purchased it in the name of and for this Company. If the sale shall be confirmed, as it probably will be in a few days, the deed will be delivered and recorded, whereupon the First Mortgage Extension and Collateral, by which the five per cent. bonds of this Company are secured, will attach to the property as of May 15, 1886.

Since the foreclosure suit in this case has been commenced the road has been extended into the Indian and Oklahoma Territories, from Pond Creek to Minco, a distance of 98.2 miles—14.8 miles of which (from El Reno to Minco) were completed during the past year—on this (98.2) mileage no bonds have yet been received by your Company from the Chicago, Kansas & Nebraska Railway Company.

The Board of Directors take this opportunity of tendering to the officers of the Company, heads of departments and employes their acknowledgments and appreciation of faithful services rendered the Company during the past year.

By order of the Board of Directors.

R. R. CABLE,
President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
DAVENPORT, MAY 1, 1891.

R. R. CABLE, Esq., *President*.

SIR,—I respectfully submit the following report of the transactions of this office for the fiscal year ended March 31, 1891 :

The lands sold during the year with covenants of warranty amounted to $3,011\frac{31}{100}$ acres, for the consideration of \$33,026.22, showing an average of about \$10.96 $\frac{1}{2}$ per acre. The sum of \$55 was received for quit claims to $184\frac{22}{100}$ acres.

The bills receivable outstanding at the end of the year were \$175,395.28, showing a net decrease since last report of \$46,556.04. The interest and rentals collected were \$14,803.88.

The taxes paid on the lands and town lots in Audubon owned by the company on January 1, 1891, amounted to \$1,219.92. Delinquent taxes on lands where sales were canceled by the company were settled to the amount of \$847.20; but such lands have in all cases sufficiently advanced in price to cover all expenditures and the interest on the old canceled securities; and with one exception of 40 acres, all have been resold at the new prices.

From the receipts of the year I have remitted to the Treasurer \$98,650.

The land on our books to which the title is considered perfect is now only $3,642\frac{22}{100}$ acres. The company still retains considerable real estate in the additions it has laid out to the town of Audubon.

There has been during the year a marked increase in the demand for and price of farming lands in Iowa. Notwithstand-

ing the short crops of last season, the great rise in prices has made the year a fairly prosperous one for the farmers; and with the fair prospects now in sight, there is a great change from the rather despondent views which for several years have been prevalent among the poorer class of landholders in the State.

Respectfully,

J. L. DREW,
Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK, AND COMPARISON
WITH PREVIOUS YEAR.

| | Year Ending March 31, 1891. | Year Ending March 31, 1890. |
|---|------------------------------------|------------------------------------|
| Cross Ties used.....No. | 567,931 | 785,403 |
| “ “ cost.....\$ | 248,292 62 | 341,693 01 |
| Steel Rails laid.....Gross Tons | 8,856 | 8,869 |
| “ “ cost.....\$ | 282,929 81 | 247,448 50 |
| Railroad Spikes used.....Lbs. | 1,014,000 | 891,400 |
| “ “ cost.....\$ | 20,644 80 | 18,034 80 |
| Joint Splices used.....Lbs. | 1,432,383 | 1,587,901 |
| “ “ cost.....\$ | 30,487 75 | 31,084 25 |
| Bolts, Nuts and Fastenings, cost.....\$ | 13,381 81 | 13,229 92 |
| Track relaid with New Steel.....Miles | 80 ⁴¹ / ₁₀₀ | 76 ¹ / ₁₀₀ |
| “ “ “ “ Ties.....“ | 195 ³⁴ / ₁₀₀ | 270 ¹¹ / ₁₀₀ |
| Wire Fencing, cost.....\$ | 8,398 90 | 11,053 95 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICE PERFORMED, AND LEADING ITEMS
OF REPAIRS, IN COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1891. | Year Ending March 31, 1890. |
|--|--------------------------------|--------------------------------|
| Locomotives | No. 584 | 521 |
| Miles Run during Year | 19,242,100 | 18,166,024 |
| Average Miles Run per Engine | 36,034 | 34,867 |
| Cords of Wood consumed by Locomotives. | 17,079 | 18,160 |
| Tons of Coal consumed by Locomotives. | 560,739 | 561,587 |
| Total Cost of Fuel consumed by Locomotives. ...\$ | 1,111,813 48 | 1,110,703 35 |
| Total Cost of Repairs of Locomotives | \$ 871,630 19 | 640,542 40 |
| Cost of Repairs per Mile Run. Cts. | 3.49 | 3.53 |
| Cost of Oil, Tallow, and Waste per Mile Run. | .32 | .43 |
| Cost of Fuel per Mile Run | 5.78 | 6.12 |
| Cost for Engineers, Firemen, and Wipers, per Mile Run. | 6.61 | 6.62 |
| Average No. of Cars in Passenger Trains No. | 4.98 | 4.79 |
| Average No. of Cars in Freight Trains | 17.80 | 18.60 |
| Average No. of Miles Run per Ton of Coal. | 34 | 32 |
| New Engines built to replace old and worn out .. | 16 | 10 |
| New Boilers built to replace old and worn out .. | 2 | 9 |
| New Fireboxes to replace old and worn out .. | 9 | 8 |
| New Steel Tire to replace old and worn out .. | 124 | 149 |
| New Cylinders to replace old and broken | 48 | 34 |
| New Driving Wheels. | 18 | 22 |
| New Tender Frames | 47 | 30 |
| New Tanks | 11 | 18 |
| New Engine and Tender Trucks | 13 | 7 |
| New Steel Driving Axles. | 48 | 43 |
| New Smoke Stacks | 173 | 119 |
| New Engine Cabs | 61 | 31 |
| New Pilots | 107 | 99 |
| New Crank Pins | 243 | 196 |
| New Steel Piston Rods | 51 | 31 |
| New Injectors | 23 | 21 |
| New Cross Heads. | 30 | 80 |
| New Flues. Sets. | 26 | 28 |
| Flues reset. | 207 | 166 |
| New Flue Sheets | No. 27 | 14 |
| New Air Brakes. Sets. | 37 | 94 |
| Engine Tires Turned | 232 | 211 |
| Engines thoroughly Repaired. No. | 258 | 242 |
| Engines Painted and Varnished | 332 | 322 |
| Wheels and Axles used. Pairs. | 1,730 | 1,117 |

STATEMENT

SHOWING NUMBER OF CARS, SERVICE PERFORMED, ITEMS OF REPAIRS, AND A
COMPARISON WITH PREVIOUS YEAR.

| Cars. | Year Ending March 31, 1891. | Year Ending March 31, 1890. |
|---|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Sleeping Coaches | 40 | 36 |
| Passenger Coaches, all classes | 246 | 236 |
| Baggage, Mail, and Express Cars | 79 | 74 |
| Railway Postal Cars | 9 | 9 |
| Dining Cars | 11 | 11 |
| Business and Paymasters | 5 | 5 |
| Total | 390 | 371 |
| In Freight Service— | | |
| Box Freight Cars | 9,528 | 9,585 |
| Live Stock Cars | 1,852 | 1,852 |
| Platform and Coal Cars | 2,429 | 2,429 |
| Drovers', Caboose and other cars | 400 | 390 |
| Total | 14,209 | 14,256 |
| Gravel, Hand, and other Cars used in Repairs of Roadway, Track and Bridges | 1,359 | 1,327 |
| Number of Miles Run by Cars in Passenger Service during the year | 27,790,734 | 27,568,344 |
| Number of Miles Run by Cars in Freight Service during the year | 156,806,003 | 151,633,894 |
| Number of Miles Run by Cars in Repairs and Con- struction Work | 4,320,275 | 4,177,026 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

| | | |
|---|---|-----|
| Rebuilt to Replace Worn Out or Destroyed Cars. | { Passenger | |
| | { Freight Cars (all kinds) | 165 |
| | { Sleeping Cars | 3 |
| Thoroughly Repaired and Repainted. | { Passenger Coaches | 28 |
| | { Dining Cars | 1 |
| | { Baggage, Mail, and Express Cars | 15 |
| | { Sleeping Cars | 17 |
| Ordinary Repairs. Cleaned and Varnished. | { Passenger Coaches | 151 |
| | { Baggage, Mail, and Express Cars | 51 |
| | { Dining Cars | 11 |
| | { Sleeping Cars | 7 |
| New Upholstered. | { Passenger Coaches | 13 |
| Repaired and Repainted. | { Drovers' and Caboose Cars | 68 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

CONTINUED.

| | |
|--|--------|
| Freight Cars—Furnished with New Roofs..... | 411 |
| “Furnished with New Floors..... | 360 |
| “Repainted..... | 658 |
| “Roofs Repainted..... | 939 |
| Number of Wheels used in Repairs..... | 18,076 |
| Number of Axles used in repairs..... | 1,564 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year..... | 75,940 |

STATEMENT

SHOWING COMPARATIVE PASSENGER MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1891. | Year Ending March 31, 1890. |
|--|--------------------------------|--------------------------------|
| Number of Passengers Carried during the year | 4,806,886½ | 4,442,167½ |
| “ “ First Class | 4,753,905½ | 4,391,673½ |
| “ “ Second Class and Emig. | 52,981 | 50,494 |
| “ “ Through | 216,480½ | 228,134 |
| “ “ Way..... | 4,591,406 | 4,214,033½ |
| “ “ Moving East..... | 2,367,195 | 2,189,766½ |
| “ “ Moving West..... | 2,439,691½ | 2,252,401 |
| “ “ Carried One Mile..... | 208,641,316 | 195,630,821 |
| Equivalent to carrying each Passenger..... | 43 miles | 44 miles |
| Average rate per Passenger per mile..... | \$.02 ₁₀₀₀ | \$.02 ₁₀₀₀ |
| Earnings of Sleeping Cars for year..... | 52,181.56 | 44,473.69 |
| Earnings of Dining Cars for year..... | 65,197.65 | 59,067.32 |
| Earnings from Excess Baggage for year..... | 59,388.71 | 55,937.87 |
| Earnings from Transportation of Passengers.. | 4,586,126.44 | 4,454,342.97 |
| Total Passenger Earnings | 4,762,894.36 | 4,613,821.85 |
| Average for each Passenger carried..... | .99 | 1.04 |

| | |
|---|---------------------------------------|
| Increase in Number of Passengers carried..... | 364,719 or 8 ₁₀₀ per cent. |
| “ “ Movement of Passengers one mile | 13,010,495 “ 6 ₁₀₀ “ |
| “ “ Passenger Earnings | \$149,072.51 “ 3 ₁₀₀ “ |

STATEMENT OF PASSENGER BUSINESS

OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY FOR THE YEAR ENDING MARCH 31, 1891.

| Months. | Dining Car Earnings. | Excess Baggage. | Sleeping Car Earnings. | Whole Amount Passenger Earnings. | First Class Passengers. | Second Class and Emigrant Passen- gers. | Total Passen- gers. | Through Passen- gers. | Way Passengers. | Passengers East. | Passengers West. | Passengers Carried One Mile. |
|-------------|----------------------------|--------------------|------------------------------|---|-------------------------------|--|---------------------------|-----------------------------|-----------------------|-----------------------|-------------------------|------------------------------------|
| April, 1890 | \$5,948.26 | \$4,976.22 | \$3,888.21 | \$353,929.75 | 324,639 $\frac{1}{2}$ | 10,515 $\frac{1}{2}$ | 335,155 | 16,530 | 318,625 | 161,230 | 173,925 | 18,026,672 |
| May, " | 6,230.95 | 4,822.87 | 4,451.03 | 349,142.25 | 348,043 | 8,103 $\frac{1}{2}$ | 356,236 $\frac{1}{2}$ | 15,512 | 340,724 $\frac{1}{2}$ | 167,738 | 188,498 $\frac{1}{2}$ | 17,768,736 |
| June, " | 6,740.50 | 5,808.99 | 5,181.23 | 364,793.23 | 343,055 $\frac{1}{2}$ | 4,611 $\frac{1}{2}$ | 347,667 | 16,805 $\frac{1}{2}$ | 330,861 $\frac{1}{2}$ | 172,017 | 175,650 | 17,756,846 |
| July, " | 6,859.64 | 6,777.31 | 4,185.26 | 411,404.41 | 407,372 | 2,614 | 409,986 | 16,439 $\frac{1}{2}$ | 393,546 $\frac{1}{2}$ | 201,133 | 208,853 | 17,081,595 |
| Aug., " | 6,238.08 | 4,763.81 | 5,702.65 | 465,114.97 | 415,609 | 3,531 $\frac{1}{2}$ | 419,140 $\frac{1}{2}$ | 21,658 $\frac{1}{2}$ | 397,482 | 207,181 $\frac{1}{2}$ | 211,959 | 20,579,627 |
| Sept., " | 7,027.77 | 4,411.12 | 6,862.41 | 550,698.72 | 595,986 | 3,879 | 599,865 | 24,662 | 575,203 | 299,850 | 300,015 | 23,482,877 |
| Oct., " | 5,234.37 | 5,540.40 | 5,642.79 | 473,852.53 | 422,496 | 3,618 $\frac{1}{2}$ | 426,114 $\frac{1}{2}$ | 25,667 $\frac{1}{2}$ | 400,447 | 212,377 | 213,737 $\frac{1}{2}$ | 21,230,025 |
| Nov., " | 4,336.08 | 4,432.45 | 3,733.97 | 358,939.87 | 363,212 | 3,110 | 366,322 | 18,059 | 348,263 | 182,994 $\frac{1}{2}$ | 183,327 $\frac{1}{2}$ | 14,965,270 |
| Dec., " | 4,974.81 | 3,571.03 | 5,685.88 | 401,948.98 | 401,647 $\frac{1}{2}$ | 4,222 | 405,869 $\frac{1}{2}$ | 16,382 $\frac{1}{2}$ | 389,487 | 203,067 $\frac{1}{2}$ | 202,802 | 16,245,250 |
| Jan., 1891 | 4,382.71 | 6,073.95 | 2,481.24 | 344,281.44 | 380,391 $\frac{1}{2}$ | 2,569 $\frac{1}{2}$ | 382,961 | 14,583 $\frac{1}{2}$ | 368,377 $\frac{1}{2}$ | 188,010 $\frac{1}{2}$ | 194,950 $\frac{1}{2}$ | 13,842,672 |
| Feb., " | 2,866.51 | 4,393.50 | 1,664.77 | 312,188.60 | 359,469 $\frac{1}{2}$ | 1,951 $\frac{1}{2}$ | 361,421 | 11,611 $\frac{1}{2}$ | 349,809 $\frac{1}{2}$ | 177,285 $\frac{1}{2}$ | 184,135 $\frac{1}{2}$ | 12,115,459 |
| March, " | 4,857.37 | 3,823.06 | 2,752.12 | 376,604.61 | 391,984 | 4,164 $\frac{1}{2}$ | 396,148 $\frac{1}{2}$ | 17,569 | 378,579 $\frac{1}{2}$ | 194,310 $\frac{1}{2}$ | 201,838 | 14,951,287 |
| Totals... | \$65,197.65 | \$59,388.71 | \$52,181.56 | \$4,762,894.36 | 4,753,905 $\frac{1}{2}$ | 52,981 | 4,806,886 $\frac{1}{2}$ | 215,480 $\frac{1}{2}$ | 4,591,406 | 2,367,195 | 2,439,691 $\frac{1}{2}$ | 208,641,316 |

1890-90.

1890-91.

Average Rate per Mile per Passenger.....

.02 $\frac{277}{1000}$.02 $\frac{106}{1000}$

Average Mileage per Passenger

44

43

STATEMENT

SHOWING COMPARATIVE FREIGHT MOVEMENT AND EARNINGS FOR THE YEAR
ENDING MARCH 31, 1891.

Amount of Freight transported during the year ending

| | |
|--|---------------------|
| March 31, 1891..... | 12,000,886,569 lbs. |
| Previous year | 12,051,671,706 " |
| Decrease, $\frac{4\frac{1}{10}}{100}$ per cent | 51,385,137 " |

| | |
|---|---------------------|
| Total paying Freight carried one mile..... | 1,134,535,356 tons. |
| Previous year..... | 1,157,420,250 " |
| Decrease, $1\frac{2\frac{1}{10}}{100}$ per cent | 22,884,894 " |

| | |
|------------------------------------|--------------------------------------|
| Average rate per ton per mile..... | .01 $\frac{9\frac{1}{10}}{100}$ cts. |
| Previous year | .01 $\frac{9\frac{1}{10}}{100}$ " |

| | |
|---|---------|
| Number of Loaded Cars moving East | 224,895 |
| Number of Loaded Cars moving West | 206,256 |
| Total number of Loaded Cars..... | 431,151 |

| | |
|-------------------------------------|-------------------------|
| Average Tonnage per Loaded Car..... | 13 $\frac{1}{10}$ tons. |
|-------------------------------------|-------------------------|

| | |
|--|-----------------|
| Receipts from Freight, year ending March 31, 1891..... | \$11,513,845.88 |
| Receipts from Freight, year ending March 31, 1890..... | 11,828,793.88 |
| Decrease, $2\frac{4}{100}$ per cent | \$ 814,948.50 |

| | |
|---|--------------------|
| Carried for Company's use | 1,440,947,781 lbs. |
| Carried for Company's use one mile | 73,765,873 tons. |
| Which, at average rate received, amounts to | \$ 745,035.32 |
| For which no charge has been made. | |

STATEMENT

OF GROSS EARNINGS FOR THE YEAR ENDING MARCH 31, 1891.

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|-----------------|----------------|-----------------|----------------|-----------------|
| 1890. | April | \$853,929 75 | \$ 923,935 73 | \$100,536 50 | \$1,377,401 97 |
| | May | 349,143 25 | 1,139,820 13 | 102,887 17 | 1,591,849 55 |
| | June | 364,733 23 | 785,810 65 | 87,074 90 | 1,237,678 78 |
| | July | 411,404 41 | 898,226 65 | 104,923 72 | 1,414,254 78 |
| | August | 465,114 97 | 1,114,239 64 | 83,950 29 | 1,663,304 90 |
| | September | 550,698 72 | 1,104,290 51 | 92,381 97 | 1,807,371 20 |
| | October | 473,853 53 | 1,214,524 71 | 101,356 30 | 1,789,733 54 |
| | November | 358,939 87 | 992,117 27 | 95,177 52 | 1,446,234 66 |
| | December | 401,948 98 | 962,401 65 | 99,793 70 | 1,464,144 33 |
| | January | 344,281 44 | 721,986 04 | 99,905 05 | 1,166,173 53 |
| | February | 312,183 60 | 750,600 75 | 121,897 20 | 1,184,181 55 |
| | March | 376,604 61 | 846,891 66 | 107,909 80 | 1,331,306 07 |
| | Totals | \$4,762,894 86 | \$11,513,845 88 | \$1,196,894 12 | \$17,473,633 86 |
| 1891. | | | | | |
| | | | | | |

STATEMENT

OF DISBURSEMENTS FOR MAINTAINING AND OPERATING THE CHICAGO, ROCK
ISLAND & PACIFIC RAILWAY COMPANY FOR THE YEAR ENDING
MARCH 31, 1891.

| | |
|---|-----------------|
| General Office Salaries | \$ 398,752 46 |
| Legal Expenses..... | 77,186 45 |
| Books, Printing and Stationery | 127,028 05 |
| Outside Agencies and Advertising..... | 596,021 01 |
| Agents and Station Service..... | 1,538,965 18 |
| Station Supplies..... | 148,459 19 |
| Telegraph Expenses | 248,226 01 |
| Water Supply | 127,884 22 |
| Repairs of Engines and Tenders..... | 671,630 19 |
| Engineers, Firemen and Wipers | 1,272,721 08 |
| Fuel for Locomotives | 1,111,813 48 |
| Oil, Tallow and Waste | 62,009 43 |
| Repairs of Passenger Cars | 352,142 91 |
| Passenger Train Service..... | 295,623 43 |
| Passenger Train Supplies..... | 79,086 29 |
| Passenger Car Mileage | 35,350 01 |
| Dining Car Expenses | 87,559 62 |
| Repairs of Freight Cars..... | 688,147 12 |
| Freight Train Service..... | 631,018 56 |
| Freight Train Supplies..... | 94,097 31 |
| Freight Car Mileage | 321,386 85 |
| Renewal of Rails | 82,385 77 |
| Renewal of Ties | 205,430 93 |
| Repairs of Roadway and Track | 1,408,409 92 |
| Repairs of Fences, Crossings and Signs..... | 58,829 29 |
| Repairs of Bridges, Culverts and Cattle Guards..... | 287,054 27 |
| Repairs of Buildings and Fixtures..... | 302,695 81 |
| Loss and Damage of Goods and Baggage..... | 43,232 18 |
| Injuries to Persons..... | 130,725 31 |
| Cattle Killed and Damage to Property..... | 51,516 19 |
| Contingent Account..... | 122,118 65 |
| Tax Account..... | 766,287 39 |
| Total | \$12,413,794 56 |

CONDENSED BALANCE SHEET

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, APRIL 1, 1891.

CREDIT BALANCES.**LIABILITIES.**

| | |
|--|-------------------------|
| Capital Stock fixed \$50,000,000; amount issued. \$46,155,800 00 | |
| Fractional Scrip outstanding, convertible into Stock | 200 00 |
| | <u>\$46,156,000 00</u> |
| Six per cent. Mortgage Coupon Bonds | \$4,815,000 00 |
| Six per cent. Mortgage Registered Bonds | 7,685,000 00 |
| | <u>12,500,000 00</u> |
| Five per cent. Extension Coupon Bonds | \$29,697,000 00 |
| Five per cent. Extension Registered Bonds | 8,955,000 00 |
| | <u>38,652,000 00</u> |
| Chicago & Southwestern R. R. Bonds guaranteed | 5,000,000 00 |
| Addition and Improvement Account | 8,218,000 00 |
| Certificates of Indebtedness issued on account of \$1,470,000 00 Chicago, Kansas & Nebraska Railway six per cent. Bonds due this Company for advances made to construct road between Pond Creek and Mineo, I. T., 98 $\frac{1}{2}$ miles, under agreement dated May 15, 1886 | 1,050,000 00 |
| Accounts Payable | 1,618,668 28 |
| Profit Balance to Income Account | 270,615 06 |
| | <u>\$108,460,283 34</u> |

DEBIT BALANCES.**ASSETS.**

| | |
|---|-------------------------|
| Cost of Road and Equipment, including all Branch Roads owned by this Company (except Nebraska Extension) . . . | \$66,281,614 28 |
| Cost of Railroad Bridge at Rock Island | 758,526 10 |
| Capital Stock and Bonds of Connecting Roads | 8,756,102 85 |
| Advances made to the Chicago, Kansas & Nebraska Ry. Co., as per contract dated May 15, 1886 | 28,352,067 73 |
| Cost of Nebraska Extension—So. Omaha to Lincoln, Neb. | 1,410,836 44 |
| Loans and other Investments | 591,480 46 |
| C., R. I. & P. Ry. Co. Capital Stock on hand | 12,100 00 |
| Six per cent. C., R. I. & P. Ry. Co. Mortgage Bonds on hand . | 400,000 00 |
| Sinking Fund Account, First Mortgage Extension and Collat- eral five per cent. Bonds purchased | 133,000 00 |
| Stock of Material, Fuel, etc., on hand | 933,374 14 |
| Due from Post Office Department | 30,458 01 |
| Accounts Receivable | 618,691 53 |
| Cash and Loans (payable on demand) | 187,081 81 |
| | <u>\$108,460,283 34</u> |

INCOME ACCOUNT.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY FROM APRIL 1, 1890, TO MARCH 31, 1891.

| 1890. | | 1891. | | | |
|----------|--|-----------------|---------------------|---|-----------------|
| May 1. | To Dividend paid of 1 per cent. | \$461,558 00 | April 1. By Balance | \$517,206 57 | |
| May 1. | " Interest paid C. & S. W. R. R. Co. Bonds | 175,000 00 | Mar. 31. | " Gross Earnings from April 1, 1890, to March 31, 1891 | 17,473,693 86 |
| July 1. | " Interest paid on 6 per cent. Bonds | 363,000 00 | Mar. 31. | " Receipts from Land Department | 98,650 00 |
| July 1. | " Interest paid on 5 per cent. Bonds | 807,175 00 | Mar. 31. | " Interest received from Chicago, Kansas & Nebraska Ry. Co. | 1,216,662 41 |
| Aug. 1. | " Dividend paid of 1 per cent. | 461,558 00 | | | |
| Nov. 1. | " Dividend paid of 1 per cent. | 461,558 00 | | | |
| Nov. 1. | " Interest paid C. & S. W. R. R. Co. Bonds | 175,000 00 | | | |
| 1891. | | | | | |
| Jan. 1. | " Interest paid on 6 per cent. Bonds | 363,000 00 | | | |
| Jan. 1. | " Interest paid on 5 per cent. Bonds | 831,775 00 | | | |
| Feb. 1. | " Dividend paid of 1 per cent. | 461,558 00 | | | |
| Mar. 31. | " Rent Hannibal & St. Jo. R. R. Co. | 43,286 28 | | | |
| Mar. 31. | " Rent Keokuk & Des Moines Ry. Co. | 137,500 00 | | | |
| Mar. 31. | " Rent Peoria & Bureau Valley R. R. Co. | 125,000 00 | | | |
| Mar. 31. | " Rent Des Moines & Ft. Dodge R. R. Co. | 144,094 62 | | | |
| Mar. 31. | " Rent Chicago, Kansas & Nebraska Ry. Co., and for account of that Co. | 1,421,863 31 | | | |
| Mar. 31. | " Tolls paid Missouri River Bridge Cos. | 188,537 71 | | | |
| Mar. 31. | " Premium on \$43,000—5 per cent. Extension and Collateral Bonds purchased for account of Sinking Fund | 369 36 | | | |
| Mar. 31. | " Operating Expenses and Taxes from April 1, 1890, to March 31, 1891 | 12,413,794 56 | | | |
| Mar. 31. | " Balance | 270,615 66 | | | |
| | | \$19,306,242 84 | | | \$19,306,242 84 |
| | | | 1891. | | |
| | | | April 1. By Balance | \$270,615 06 | |

ANNUAL

SHOWING THE NUMBER OF MEN EMPLOYED, SERVICE
YEAR ENDING

| | 1890. April. | May. | June. | July. |
|---|-----------------|--------------|--------------|--------------|
| General Offices..... | 372 | 370 | 366 | 373 |
| Engineers, Firemen and Wipers..... | 1,383 | 1,382 | 1,304 | 1,316 |
| Machinists..... | 755 | 776 | 766 | 763 |
| Boiler Makers..... | 141 | 146 | 135 | 143 |
| Blacksmiths..... | 208 | 206 | 210 | 209 |
| Car Builders and Repairers..... | 1,312 | 1,360 | 1,301 | 1,306 |
| Telegraph Repairers..... | 28 | 30 | 28 | 28 |
| Train Masters and Dispatchers..... | 67 | 51 | 66 | 68 |
| Conductors, Baggage-men and Brakemen..... | 1,158 | 1,223 | 1,149 | 1,177 |
| Agents and Station Service..... | 2,222 | 2,215 | 2,239 | 2,243 |
| Track Repairers..... | 2,540 | 2,970 | 3,179 | 2,890 |
| Tankmen..... | 78 | 86 | 88 | 91 |
| Carpenters and Bridge Builders..... | 266 | 278 | 240 | 331 |
| Extra Gangs and Construction Trains..... | 745 | 919 | 995 | 982 |
| Chicago Passenger Station..... | 37 | 40 | 35 | 35 |
| Dining Car Service..... | 77 | 67 | 67 | 76 |
| Division Superintendent's Offices..... | 29 | 29 | 29 | 29 |
| Supply Department Labor..... | 83 | 92 | 88 | 90 |
| Engineering..... | 35 | 35 | 35 | 38 |
| Total Men..... | 11,486 | 12,275 | 12,320 | 12,193 |
| Total Pay..... | \$591,040.10 | \$637,644.65 | \$610,422.93 | \$626,822.39 |

Total amount paid during the year.....\$7,143,438.33

Average number of men employed per month..... 11,872

Average amount paid per month..... \$595,286.53

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL
MARCH 31, 1891.

| August. | September. | October. | November. | December. | 1891. January. | February. | March. |
|--------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| 373 | 369 | 369 | 367 | 371 | 375 | 376 | 373 |
| 1,345 | 1,353 | 1,383 | 1,362 | 1,341 | 1,296 | 1,219 | 1,258 |
| 737 | 709 | 720 | 730 | 720 | 754 | 736 | 734 |
| 135 | 126 | 131 | 135 | 149 | 138 | 136 | 140 |
| 204 | 191 | 187 | 181 | 181 | 182 | 179 | 174 |
| 1,265 | 1,186 | 1,173 | 1,166 | 1,184 | 1,197 | 1,198 | 1,123 |
| 25 | 19 | 26 | 18 | 18 | 23 | 19 | 26 |
| 71 | 72 | 52 | 69 | 71 | 70 | 71 | 70 |
| 1,213 | 1,238 | 1,284 | 1,200 | 1,166 | 1,142 | 1,062 | 1,078 |
| 2,238 | 2,283 | 2,262 | 2,266 | 2,244 | 2,185 | 2,146 | 2,109 |
| 3,006 | 2,858 | 2,695 | 2,528 | 2,220 | 2,003 | 1,842 | 1,837 |
| 86 | 84 | 85 | 86 | 82 | 81 | 76 | 77 |
| 258 | 266 | 274 | 245 | 262 | 224 | 214 | 145 |
| 994 | 865 | 908 | 807 | 659 | 527 | 402 | 426 |
| 34 | 24 | 32 | 34 | 27 | 35 | 33 | 33 |
| 80 | 75 | 65 | 69 | 66 | 56 | 61 | 66 |
| 25 | 26 | 26 | 27 | 25 | 25 | 27 | 27 |
| 31 | 31 | 31 | 38 | 98 | 105 | 92 | 89 |
| 13 | 14 | 10 | 11 | 10 | 13 | 11 | 10 |
| 12,183 | 11,839 | 11,763 | 11,387 | 10,894 | 10,431 | 9,900 | 9,795 |
| \$644,290.14 | \$626,835.75 | \$648,722.56 | \$603,704.58 | \$583,077.71 | \$552,388.47 | \$504,371.09 | \$519,617.96 |

STATEMENT

OF TONNAGE, IN POUNDS, CROSSING THE RAILWAY BRIDGE AT ROCK ISLAND
FOR THE YEAR ENDING MARCH 31, 1891.

| Months. | East. | West. | Totals. |
|------------------------|---------------|---------------|---------------|
| 1890. April..... | 183,996,181 | 111,634,579 | 295,630,760 |
| May | 255,066,599 | 133,329,209 | 388,395,808 |
| June | 165,256,842 | 95,377,354 | 260,634,196 |
| July | 196,836,896 | 116,964,794 | 313,801,690 |
| August | 253,506,722 | 134,931,462 | 388,438,184 |
| September..... | 235,574,530 | 153,098,576 | 388,673,106 |
| October | 237,968,457 | 164,387,146 | 402,355,603 |
| November | 163,003,886 | 155,454,739 | 318,458,625 |
| December | 184,521,234 | 150,092,137 | 334,613,371 |
| 1891. January | 147,304,465 | 92,435,936 | 239,740,401 |
| February .. | 133,003,395 | 93,298,673 | 226,302,068 |
| March | 154,851,860 | 99,262,005 | 254,113,865 |
| Totals..... | 2,310,891,067 | 1,500,266,810 | 3,811,157,677 |
| Totals last year | 2,493,568,182 | 1,349,421,493 | 3,842,989,625 |
| Increase ..... | ..... | 150,845,117 | ..... |
| Decrease .. | 182,677,065 | ..... | 31,881,948 |

STATEMENT

SHOWING NUMBER OF LOADED CARS CROSSING THE RAILWAY BRIDGE AT ROCK
ISLAND FOR THE YEAR ENDING MARCH 31, 1891.

| Months. | East. | West. | Totals. |
|------------------------|--------|--------|---------|
| 1890. April..... | 7,558 | 7,265 | 14,823 |
| May | 9,559 | 8,182 | 17,741 |
| June | 6,883 | 6,546 | 13,429 |
| July | 7,833 | 7,280 | 15,113 |
| August..... | 8,054 | 10,057 | 18,111 |
| September..... | 8,163 | 9,392 | 17,555 |
| October | 8,563 | 9,232 | 17,795 |
| November | 8,476 | 7,002 | 15,478 |
| December | 7,951 | 6,910 | 14,861 |
| 1891. January | 5,955 | 6,428 | 12,383 |
| February | 6,675 | 5,853 | 12,528 |
| March..... | 6,441 | 6,662 | 13,103 |
| Totals..... | 92,111 | 90,809 | 182,920 |
| Totals last year | 95,624 | 33,097 | 178,721 |
| Increase ..... | ..... | 7,712 | 4,199 |
| Decrease | 3,513 | ..... | ..... |

STATEMENT

OF STATISTICS FOR YEAR ENDING MARCH 31, 1891.

| Commodities. | Moving Eastward. | Moving Westward. | Total Quantities. | Total No. of Pounds. |
|------------------------|------------------|------------------|-------------------|----------------------|
| Merchandise..... Lbs. | 414,419,355 | 833,507,233 | 1,247,926,588 | 1,247,926,588 |
| Lum, Lath, Shin. " | 133,517,123 | 757,567,143 | 891,084,266 | 891,084,266 |
| Ag'l Implements. " | 11,097,571 | 69,198,691 | 80,296,262 | 80,296,262 |
| Vehicles..... " | 12,278,356 | 34,903,165 | 47,181,521 | 47,181,521 |
| Machinery..... " | 10,081,563 | 36,468,197 | 46,549,760 | 46,549,760 |
| Staves & Headings " | 7,927,052 | 41,592,798 | 49,519,850 | 49,519,850 |
| Wool..... " | 7,471,141 | 747,404 | 8,218,545 | 8,218,545 |
| Hides..... " | 30,848,893 | 2,399,016 | 33,247,909 | 33,247,909 |
| Oil Cake..... " | 7,215,793 | 3,155,470 | 10,371,263 | 10,371,263 |
| Butter..... " | 14,993,798 | 1,760,884 | 16,754,682 | 16,754,682 |
| Cheese..... " | 653,261 | 1,858,002 | 2,511,263 | 2,511,263 |
| Tea..... " | 3,792,868 | 1,283,375 | 5,076,243 | 5,076,243 |
| Coffee..... " | 1,186,020 | 19,929,457 | 21,115,477 | 21,115,477 |
| Sugar and Syrup. " | 73,087,530 | 70,747,639 | 143,835,169 | 143,835,169 |
| Lard and Tallow. " | 51,670,226 | 1,799,342 | 53,469,568 | 53,469,568 |
| Potatoes..... " | 35,872,279 | 44,667,056 | 80,539,335 | 80,539,335 |
| Grass & Flax Sd. " | 45,202,688 | 11,409,796 | 56,612,484 | 56,612,484 |
| Broom Corn. " | 1,771,635 | 524,335 | 2,295,970 | 2,295,970 |
| Mill Stuffs..... " | 103,808,656 | 28,661,347 | 132,470,003 | 132,470,003 |
| Ore and Bullion. " | 89,641,838 | 25,935,763 | 115,577,601 | 115,577,601 |
| Lead..... " | 10,269,159 | 2,724,108 | 12,993,267 | 12,993,267 |
| Drain Tile..... " | 22,688,055 | 22,651,171 | 45,339,226 | 45,339,226 |
| Soap..... " | 784,273 | 6,208,072 | 6,992,345 | 6,992,345 |
| Canned Goods..... " | 16,541,532 | 26,598,192 | 43,129,724 | 43,129,724 |
| Wire (fence, etc.) " | 8,244,032 | 46,145,540 | 54,389,572 | 54,389,572 |
| Emig't Movables. Cars. | 24,288,494 | 29,271,215 | 2,678 | 53,559,709 |
| Milk..... Gals. | 7,611,235 | 47,460 | 957,337 | 7,658,695 |
| Wheat..... Bush. | 232,579,698 | 35,415,507 | 4,466,587 | 267,995,205 |
| Malt..... " | 5,986,162 | 3,242,255 | 256,345 | 9,228,417 |
| Corn..... " | 1,022,537,084 | 63,890,014 | 19,400,484 | 1,086,427,098 |
| Rye..... " | 21,256,082 | 1,450,689 | 405,478 | 22,706,771 |
| Oats..... " | 596,223,497 | 49,792,941 | 20,188,013 | 646,016,438 |
| Barley..... " | 138,091,832 | 11,883,359 | 3,124,483 | 149,975,191 |
| Flour..... Bbls. | 156,496,302 | 39,437,024 | 907,145 | 195,933,326 |
| Salt..... " | 20,279,160 | 73,198,883 | 811,592 | 93,477,543 |
| Lime and Cement " | 71,901,492 | 80,269,224 | 691,685 | 152,170,716 |
| Beef and Pork.... " | 94,295,648 | 10,624,763 | 361,795 | 104,920,411 |
| Oil..... " | 10,157,187 | 149,214,365 | 419,399 | 159,371,552 |
| Eggs..... " | 18,915,496 | 5,884,192 | 123,998 | 24,799,688 |
| Fruits (drd & gr'n) " | 47,071,607 | 34,398,125 | 543,132 | 81,469,732 |
| Whisky & H'hw's " | 27,777,235 | 7,754,296 | 94,751 | 35,531,531 |
| Ale and Beer.... " | 5,196,783 | 34,046,747 | 118,919 | 39,243,530 |
| Railroad Ties ... No. | 25,641,100 | 105,864,323 | 1,011,580 | 131,505,423 |
| Brick..... " | 294,082,849 | 59,977,825 | 88,515,169 | 354,060,674 |
| Cattle..... " | 511,640,042 | 57,229,818 | 474,058 | 568,869,860 |
| Hogs..... " | 382,424,239 | 53,643,341 | 1,744,270 | 436,067,580 |
| Sheep..... " | 22,104,440 | 2,833,100 | 293,883 | 24,937,540 |
| Horses..... " | 41,352,665 | 8,230,145 | 45,075 | 49,582,810 |
| Ice..... Tons. | 74,693,511 | 32,899,976 | 53,797 | 107,593,487 |
| Coal (soft)..... " | 910,708,879 | 1,430,628,677 | 1,170,669 | 2,341,337,556 |
| Coal (hard)..... " | 21,434,360 | 261,143,961 | 141,289 | 262,578,321 |
| Coke..... " | 4,612,830 | 29,175,425 | 16,894 | 33,788,255 |
| Iron (pig & rail'd) " | 74,827,573 | 183,272,864 | 129,050 | 258,100,437 |
| Iron (manufact'd) " | 31,728,716 | 164,666,288 | 98,198 | 196,395,004 |
| Hay..... " | 116,729,046 | 36,681,101 | 76,705 | 153,410,147 |
| Sand and Gravel. " | 177,542,831 | 94,610,441 | 136,076 | 272,153,272 |
| Stone..... " | 301,052,435 | 150,920,322 | 225,986 | 451,972,757 |
| Total..... | 6,606,305,207 | 5,394,031,862 | ..... | 12,000,336,569 |

SUMMARY.

| | Year Ending March 31, 1891. | Year Ending March 31, 1890. |
|---|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains | 5,903,242 | 5,884,405 |
| Number of Miles run by Freight Trains. | 12,450,854 | 11,429,297 |
| Number of Miles run by Wood, Gravel, and Construction Trains. | 889,004 | 852,322 |
| Total Number of Miles run..... | 19,242,100 | 18,166,024 |
| Number of Tons Freight carried one Mile..... | 1,184,535.856 | 1,157,420,250 |
| Number of Passengers carried one Mile..... | 208,641,316 | 196,680,821 |
| Earnings per Mile run on Freight..... | .92 | \$1.03 |
| Earnings per Mile run by Passenger Trains..... | .98 | .90 |
| Expenses per Mile run, including Legal Expenses and Taxes..... | .64 | .69 |
| Percentage of Operating Expenses to Earnings..... | 71.0% | 70.0% |
| Percentage of Expenses to Earnings, less Taxes..... | 66.1% | 66.3% |
| Cost per Ton and per Passenger per Mile, assuming one Passenger equal one Ton of Freight..... | 00.10% | 00.10% |
| Aggregate of Tons Freight and Passengers carried one Mile..... | 1,343,176.672 | 1,353,051,071 |
| Amount Received per Ton per Mile..... | .01.9% | .01.8% |
| Amount Received per Passenger per Mile..... | .02.10% | .02.10% |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .12 | .12 |
| Number of Passengers carried one Mile for each Mile run by Passenger Trains..... | 85 | 83 |

PROPERTY OF
HARVEY FISK & SON
STATISTICAL DEPARTMENT.

~~NOT TO BE LOANED OR TAKEN FROM OFFICE~~

TWELFTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1892.

FRIDAY.

Oct. 2, 1891.

No. 17

THE ROCK ISLAND BONDS.

We have been shown one of the new Rock Island bonds in proof. It is a 30 year 5% debenture bond, dated September 1, 1891.

The authorized issue is \$10,000,000, but only \$2,000,000 or \$3,000,-

000 will be issued at present and for some time to come. The im-

mediate issue is to provide equipment and to lift a floating debt, in-

curred in the building of 90 miles of road a year or two ago at a

cost of about \$1,500,000. This road extends from Pond Creek to

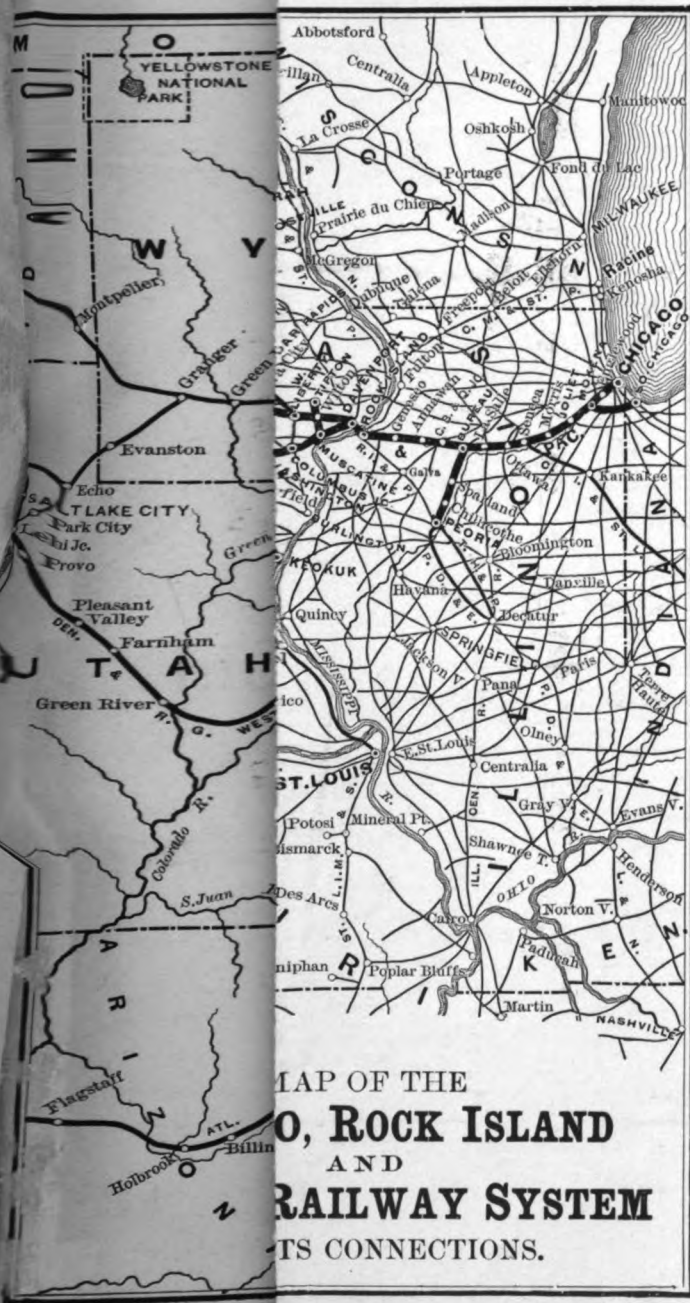
Minco in the Indian Territory. It was built for the C. K. & N.

road before its foreclosure. Rock Island could have taken the C.

K. & N. mortgage and issued its 5% bonds against them, but this

would have caused unnecessary trouble owing to the then pending

legal proceedings in C. K. & N. matters. Rock Island therefore



TWELFTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1892.

Oct
2. 1891

NEW ROCK ISLAND BONDS

WALL STREET AGITATED OVER A
REPORTED ISSUE.

AN OFFICIAL DENIAL FROM CHICAGO
AND AN OFFICIAL CONFIRMATION
IN NEW-YORK—THE OLD MYSTERY
POLICY—OTHER RAILROAD NEWS.

According to reports which had wide circulation and a good deal of effect in Wall Street yesterday, the Chicago, Rock Island and Pacific Railroad Company is about to issue \$10,000,000 or more bonds. Some rumors have it that the bonds have already been issued.

A good deal of comment was occasioned by the long story of certain Western Directors of the Rock Island Company in this city lately. They came to hold a quarterly meeting, but, though the business they had to transact was put through in half a day, they tarried a fortnight or so.

It was unfeelingly declared in Wall Street that they were staying here to be close to the stock market. It is not a new thing to charge certain Rock Island magnates with being railroad managers for the stock market end of the business. But President Cable and his Western colleagues have never let Wall Street criticisms on this score disturb them. They were here to attend to business, they said.

People who placed full reliance in the literal truth of this assurance were somewhat mystified as to what the "business" might be which could make it more important for a great Granger railroad's managers to be in New-York instead of out West, where unprecedented grain crops were calling for more attention from railroads than at any time in a dozen years. Perhaps this announcement that \$10,000,000 bonds are to be issued—or have been issued—explains what has seemed odd.

It is evident, however, by reports from Chicago that the Western end of the company doesn't want this bond report believed just yet. President Cable, in a telegram to the head of a prominent Stock Exchange firm last night, is quoted as saying: "The report is untrue. The Rock Island is not going to issue \$10,000,000 bonds."

Meanwhile, at the New-York office of the Rock Island Company, though, the report of the company's plan to issue bonds was officially confirmed, and the financial news agency of Dow, Jones & Co. issued the following statement for the New-York office of the Rock Island:

"We may, later on, issue some debenture bonds. If so, they will be issued instead of a further issue of extension and collateral trust bonds, which will be retained in the treasury. These debentures will be issued for equipment, and we have about ninety miles of new road. They will bear 5 per cent."

From another source, friendly to the Rock Island Company, it was stated that probably the bond issue would soon be ready for announcement. The fact that the Chicago and New-York ends of the company dispute one another in so large a matter seems strange. The Chicago contingent is evidently more devoted than is New-York to the policy of secrecy and mystery.

DIRECTORS AND OFFICERS
OF THE
Chicago, Rock Island & Pacific Railway Co.
FOR 1892.

DIRECTORS.

| | | | |
|-----------------------------------|-----------|------------------------|--------------|
| R. P. FLOWER .. | New York. | ALEX. T. VAN NEST..... | New York. |
| BENJ. BREWSTER..... | New York. | HUGH RIDDLE..... | Chicago. |
| H. R. BISHOP..... | New York. | H. H. PORTER..... | Chicago. |
| HENRY M. FLAGLER..... | New York. | MARSHALL FIELD..... | Chicago. |
| ALEXANDER E. ORR..... | New York. | JOHN DE KOVEN | Chicago. |
| DAVID DOWS, JR..... | New York. | R. R. CABLE..... | Rock Island. |
| GEO. G. WRIGHT, Des Moines, Iowa. | | | |

GENERAL OFFICERS.

| | |
|--|--------------|
| R. R. CABLE, President..... | Chicago. |
| BENJ. BREWSTER, First Vice-President..... | New York. |
| W. G. PURDY, Second Vice-President, Treasurer and Secretary..... | Chicago. |
| H. A. PARKER, Third Vice-President..... | Chicago. |
| A. KIMBALL, Assistant to the President..... | Davenport. |
| GEO. T. BOGGS, Assistant Treasurer and Assistant Secretary..... | New York. |
| J. F. PHILLIPS, Assistant Treasurer and Assistant Secretary..... | Chicago. |
| C. F. JILSON, Assistant Treasurer..... | Topeka, Kan. |
| E. ST. JOHN, General Manager..... | Chicago. |
| W. I. ALLEN, Assistant General Manager..... | Chicago. |
| W. M. SAGE, Traffic Manager..... | Chicago. |
| H. F. ROYCE, General Superintendent—Lines East of Missouri River..... | Chicago. |
| C. DUNLAP, General Superintendent—Lines West of Missouri River..... | Topeka, Kan. |
| F. W. PORTER, Auditor..... | Chicago. |
| JOHN SEBASTIAN, General Ticket and Passenger Agent..... | Chicago. |
| J. M. JOHNSON, General Freight Agent—Lines East of Missouri River..... | Chicago. |
| DANIEL ATWOOD, General Freight Agent—Lines West of Missouri River..... | Topeka, Kan. |
| F. A. MARSH, Purchasing Agent..... | Chicago. |
| THOS. F. WITHROW, General Counsel..... | Chicago. |
| T. S. WRIGHT, General Attorney..... | Chicago. |
| M. A. LOW, General Attorney..... | Topeka, Kan. |
| J. L. DREW, Land Commissioner..... | Davenport. |
| CORN EXCHANGE BANK, Register of Stock..... | New York. |

EXECUTIVE COMMITTEE.

| | | |
|---------------|------------------|---------------|
| HUGH RIDDLE. | RANSOM R. CABLE. | H. H. PORTER. |
| H. R. BISHOP. | BENJ. BREWSTER. | |

Review. Apr. 29, 1891

THE ROAD TO BE SOLD TO-DAY.

Kansas City, Mo., April 28.—A dispatch to "The Star" from Topeka, Kan., says: "The Chicago, Kansas and Nebraska Railroad will be sold to-morrow by the United States Marshal to satisfy a \$26,000,000 mortgage in favor of the New-York Trust Company. The property is appraised at \$25,232,000. It will be bid in by the trust company, which is closely allied with the Chicago, Rock Island and Pacific Railroad. The sale will freeze out the stockholders, a large number of whom are in the cities and towns along the line of the road."

The Sun. Apr. 30, 1891

Railroad Notes.

The Chicago, Kansas and Nebraska Railroad was sold yesterday by the United States Marshal at Topeka, Kan., to satisfy the \$26,000,000 mortgage against the company in favor of the United States Trust Company of New York. The road was bought by Edwin W. Sheldon of New York, acting for the trust company, for \$25,232,000, the appraised value of the road. By this foreclosure and sale the farmers of the State claim to have lost \$2,000,000 in bonds voted to the road in the various counties through which the road passed. A fund was raised by the citizens of these counties and the foreclosure proceeding was bitterly contested.

TWELFTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

CHICAGO, ROCK ISLAND & PACIFIC

RAILWAY COMPANY.

The Board of Directors submit the following report for the year ending March 31, 1892.

| | |
|--|-----------------|
| Gross Earnings were..... | \$18,690,075.58 |
| Operating Expenses and Taxes | 13,147,056.61 |
| Net Earnings..... | \$5,543,018.97 |
| Add net cash receipts of land sold..... | 70,000.00 |
| “ *Interest received from C. K. & N. Ry. Co..... | 52,200.49 |
| Net Income | \$5,665,219.46 |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$2,813,325.00 |
| “ Rentals of Leased Lines..... | 774,180.54 |
| “ Rentals and Tolls Mo. River Bridges..... | 143,857.76 |
| “ Dividend on Capital Stock 3% | 1,384,674.00 |
| “ Premium on \$36,000—5 per cent. Ext. and Col. Bonds, purchased for account of Sinking Fund under the Mortgage..... | 625.00 |
| | 5,116,662.80 |

Surplus for the year\$ 548,557.16

The Capital Stock and Bonded Debt of the Company is as follows:

| | |
|---|-----------------|
| Capital Stock issued..... | \$46,155,800.00 |
| Fractional Scrip convertible into Stock..... | 200.00 |
| Six per cent. Mortgage Bonds..... | 12,500,000.00 |
| Five per cent. Extension and Collateral Bonds.... | \$35,852,000.00 |
| Less Bonds purchased for account Sinking Fund. | 169,000.00 |
| | 35,683,000.00 |
| Thirty year Debenture Bonds..... | 2,000,000.00 |
| Seven per cent, C. & S. W. Ry. Bonds, Guaranteed..... | 5,000,000.00 |

*This includes the month of April, 1891 only, as the road was purchased by this Company under the foreclosure, April 30, 1891.

Main Line and Branch Railroads owned, leased and operated by the Chicago, Rock Island & Pacific Railway Company; at the date of this report, are as follows:

LINES OWNED.

| | MILES. |
|---|----------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 498.81 |
| Davenport, Iowa, to Atchison, Kan..... | 341.84 |
| Edgerton Junc., Mo., to Leavenworth, Kan..... | 20.26 |
| Washington, Iowa, to Knoxville, Iowa..... | 79. |
| South Englewood, Ill., to South Chicago, Ill..... | 7.50 |
| Wilton, Iowa, to Muscatine, Iowa..... | 11.98 |
| Wilton, Iowa, to Lime Kiln, Iowa..... | 6.08 |
| Newton, Iowa, to Monroe, Iowa..... | 17. |
| Des Moines, Iowa, to Indianola and Winterset, Iowa..... | 47.07 |
| Menlo, Iowa, to Guthrie Center, Iowa..... | 14.58 |
| Atlantic, Iowa, to Audubon, Iowa..... | 24.54 |
| Atlantic, Iowa, to Griswold, Iowa..... | 14.71 |
| Avoca, Iowa, to Carson, Iowa..... | 17.61 |
| Avoca, Iowa, to Harlan, Iowa..... | 11.84 |
| Mt. Zion, Iowa, to Keosauqua, Iowa..... | 4.50 |
| Altamont, Mo., to St. Joseph, Mo..... | 49.66 |
| South St. Joseph, Mo., to Rushville, Mo..... | 14.70 |
| Kansas City, Mo., to Armourdale, Kan..... | 2.40 |
| South Omaha, Neb., to Lincoln, Neb..... | 54.79 |
| Elwood, Kan., to Liberal, Kan..... | 439.54 |
| Herington, Kan., to Minco, I. T..... | 246.97 |
| Herington, Kan., to Salina, Kan..... | 49.30 |
| Horton, Kan., to Roswell Colo..... | 568.65 |
| Fairbury, Neb., to Nelson, Neb..... | 51.58 |
| McFarland, Kan., to Belleville, Kan..... | 103.98 |
| Dodge City, Kan., to Bucklin, Kan..... | 26.64 |
| Total miles owned..... | 2,725.48 |

LINES LEASED.

| | |
|--|--------|
| Bureau Junc., Ill., to Peoria, Ill..... | 46.70 |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.20 |
| Des Moines, Iowa, to Fort Dodge and Ruthven, Iowa..... | 143.76 |
| Total miles leased..... | 352.66 |

TRackage RIGHTS.

| | |
|---|----------|
| Over Hannibal & St. Joseph R. R.— | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 |
| Over Union Pacific Ry.— | |
| Council Bluffs, Iowa, to South Omaha, Neb..... | 7.02 |
| Lincoln, Neb., to Beatrice, Neb..... | 40.21 |
| Kansas City, Mo., to North Topeka, Kan..... | 67.35 |
| Limon, Colo., to Denver, Colo..... | 89.20 |
| Over Denver and Rio Grande R. R.— | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 |
| Total miles trackage rights..... | 377.68 |
| Total miles of road over which trains are operated..... | 3,455.82 |

The Road is located in different States as follows:

| | |
|-------------------|-----------------------|
| 236.18 | miles in Illinois. |
| 1,067.75 | " " Iowa. |
| 286.35 | " " Missouri. |
| 1,125.85 | " " Kansas. |
| 241.14 | " " Nebraska. |
| 376.36 | " " Colorado. |
| 65.79 | " " Indian Territory. |
| 56.40 | " " Oklahoma. |
| 3,455.82 | miles. |
| Add 200.73 | " of second track. |
| " 9.05 | " " third track. |
| " 594.27 | " " side track. |
| Equal to 4,259.87 | " " single track. |

Statement showing the Details of Earnings and Percentage of Operating Expenses, as compared with the previous fiscal year :

| Sources of Revenue. | March 31, 1892. | March 31, 1891. |
|---|-----------------------|-----------------------|
| Passenger Transportation | \$ 5,216,761.06 | \$ 4,762,894.36 |
| Freight " | 12,289,636.44 | 11,513,845.38 |
| Mail " | 487,607.84 | 405,077.47 |
| Express " | 332,108.26 | 314,718.44 |
| Rents, Interest, etc. | 177,002.11 | 186,957.47 |
| Earnings from Car Mileage..... | 227,289.99 | 280,906.59 |
| " " Telegraph Lines..... | 9,674.88 | 9,284.15 |
| Total Gross Earnings | \$ 18,690,075.58 | \$ 17,473,633.86 |
| EXPENDITURES. | | |
| Operating Expenses..... | \$12,385,860.89 | \$ 11,647,507.17 |
| Taxes | 761,196.22 | 766,287.39 |
| Net Earnings..... | \$ 5,543,018.97 | \$ 5,059,839.30 |
| Percentage of Operating Expenses to Gross | | |
| Earnings | 66 $\frac{27}{100}$ % | 66 $\frac{66}{100}$ % |
| Same, including Taxes..... | 70 $\frac{44}{100}$ % | 71 $\frac{06}{100}$ % |

PASSENGER EARNINGS.—In comparison with the previous year Passenger Earnings show an increase of \$453,866.70, or 9 $\frac{53}{100}$ per cent., which is made up of an increase in earnings from connecting lines of \$139,116.16, or 15 $\frac{82}{100}$ per cent., and an increase in earnings from business originating on our own line of \$314,750.54, or 8 $\frac{10}{100}$ per cent.

Total number of passengers carried increased 646,137, or 13 $\frac{44}{100}$ per cent.

The number of first-class passengers carried increased 650,-868 $\frac{1}{2}$, or 13 $\frac{6}{100}$ per cent.

The number of second-class passengers and emigrant passengers carried decreased 4,731 $\frac{1}{2}$, or 8 $\frac{2}{100}$ per cent.

The number of passengers carried one mile increased 10,272,-176, or 4 $\frac{2}{100}$ per cent.

The average distance traveled by each passenger during the year ending March 31, 1891, was 43 miles, and during the past year was 40 miles.

The number of through passengers (passengers delivered to or received from connecting lines) increased 6,790 or 3 $\frac{1}{100}$ per cent., and the number of way (local) passengers increased 639,-347, or 13 $\frac{2}{100}$ per cent.

Of all the passengers carried, 2,763,930 $\frac{1}{2}$, or 50 $\frac{8}{100}$ per cent., traveled west, and 2,689,093, or 49 $\frac{3}{100}$ per cent. traveled east.

The rate per passenger per mile for the year ending March 31, 1891, was 2 $\frac{1}{100}$ $\frac{8}{100}$ cents, and for the year ending March 31, 1892, was 2 $\frac{2}{100}$ $\frac{8}{100}$ cents.

The passenger business at 359 stations shows an increase of \$594,757.60, and at 153 stations a decrease of \$140,890.90.

The number of passengers carried during the year shows an increase at 396 stations of 715,002, and a decrease at 116 stations of 68,865.

FREIGHT EARNINGS.—Freight Earnings for the year increased \$775,791.06, or 6 $\frac{1}{100}$ per cent.

The Revenue from Through Freight (freight delivered to or received from connecting lines) increased \$128,539.03, or 2 $\frac{1}{100}$ per cent., and the Revenue from Local Freight increased \$647,-252.03, or 11 $\frac{7}{100}$ per cent.

Of the entire freight earnings, 49 $\frac{7}{100}$ per cent. was from Through Freight, and 50 $\frac{2}{100}$ per cent. from Local Freight.

The movement of freight, as compared with the previous year, shows an increase of 796,503 tons, or 13 $\frac{2}{100}$ per cent., and the rate per ton per mile has increased from 1 $\frac{0}{100}$ $\frac{1}{100}$ to 1 $\frac{0}{100}$ $\frac{8}{100}$ cents.

GROSS EARNINGS show an increase of \$1,216,441.72, or 6 $\frac{2}{100}$ per cent.

NET EARNINGS show an increase of \$483,179.67, or 9 $\frac{3}{100}$ per cent.

OPERATING EXPENSES increased \$738,353.22, or 6 $\frac{4}{100}$ per cent.

TAXES decreased \$5,091.17, or $\frac{6.6}{100}$ per cent.

Full details of the foregoing, as also statements of Assets and Liabilities, Income Account, and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Accounts for the year, is as follows:

| | |
|---|----------------|
| For Land, Land Damages | \$ 235,945.81 |
| “ Engineering and Contingent Expenses..... | 7,791.12 |
| “ Masonry, Bridges and Culverts..... | 17,748.53 |
| “ New Depots, Water Stations, and Track Scales..... | 20,962.85 |
| “ New Fencing, Crossings, and Signs..... | 18,099.66 |
| “ New Machinery for Shops | 5,467.40 |
| “ Extension to Winterset Branch..... | 639.85 |
| “ Additional Second Track (5.03 miles). | 45,746.86 |
| “ Additional Side Track (10.76 miles)..... | 92,669.09 |
| “ New Equipment | 863,930.81 |
| “ Nebraska Extension (South Omaha to Lincoln)..... | 4,729.67 |
| “ Southern Extension (South of Minco, Ind. Ter.)..... | 354,180.30 |
| | <hr/> |
| | \$1,662,861.44 |

LAND, LAND DAMAGES.—The expenditures for land purchased during the past year have been mainly for increased facilities at some of our large stations.

At Blue Island, Ills., a tract of land, fifty-five (55) acres in extent, adjoining on the north the tract referred to in our last annual report, has been purchased. This gives our company an unbroken piece of property seventy-five (75) acres in extent, on which Freight Yards are being established to relieve our Terminal Yards at Chicago.

At Lincoln, Neb., a purchase has been made of a tract of land three (3) blocks in length, which will be used as yards, and on which Passenger and Freight Station Buildings will be erected.

Additional land has also been purchased for yard purposes at Omaha, at Kansas City, Kansas and at other minor points.

MASONRY, BRIDGES AND CULVERTS.—At Arsenal street, Rock Island, a double track Iron Bridge eighty-five and one-half feet ($85\frac{1}{2}$ ft.) long has been erected.

In Iowa new stone abutments have been placed under seven (7) bridges.

NEW DEPOTS, WATER STATIONS AND TRACK SCALES.—At Chi-

cago Freight House a steel mast Pillar Crane (15 tons capacity) for transferring heavy freight, has been erected, and an addition (48 feet) has been made to the Store House at the Chicago Shops.

At 53d street, Chicago, a 60-ton platform scale has been placed.

At Morgan Park, Ill., on the Suburban Line, a Passenger Depot, 24 feet by 65 feet, wooden building with stone foundation, has been built, and at Raymond Street, on the Suburban Line, a Passenger Depot 22 feet by 50 feet, wooden with stone foundation.

At Fairbury, Neb., a twenty-four pocket Coal Chute, 78 feet by 28½ feet, has been erected.

The space on the east side of the In-Freight House, at Chicago, extending from Taylor to Twelfth streets, comprising an area of 3,884 square yards, has been graded and paved with granite blocks.

FENCES, CROSSINGS AND SIGNS.—Street Gates and Towers have been placed at 45th, 81st, Commercial Avenue and Tracy Avenue, Chicago, and at Collins street, Joliet; also Street Gates at La Salle and Columbus streets, Ottawa. Interlocking Plants have been erected at 61st street, Chicago, and in Ottawa, Ill.

Additions have been made to fencing on our line in the Indian Territory and in the Territory of Oklahoma, as found necessary, and additional snow fences provided for various points on the lines west of the Missouri River.

NEW MACHINERY.—To the Tool Equipment of the Chicago Shops has been added new and improved machinery to facilitate the work and economize labor.

EXTENSION TO WINTERSET BRANCH.—The main track of this branch line has been extended six hundred and twenty-one (621) feet.

SECOND TRACK.—A second track has been laid on the north side of the main track of the South Chicago Branch (from South Englewood to South Chicago) from the junction of that Branch with our Main Line at South Englewood to a point near Escanaba Avenue, South Chicago, a distance of 5.03 miles.

SIDE TRACKS.—Additional Side Tracks aggregating 10.76 miles in length have been constructed on the several Divisions of the road, where the necessities of the business required.

NEW EQUIPMENT.—To the Equipment of the road have been added during the year:

Six (6) Ten-wheel Locomotives; one (1) Sleeping Car; ten (10) new Passenger Coaches; eight hundred (800) Box Freight Cars; two hundred (200) Furniture Cars; one hundred (100) Stock Cars; ten (10) Caboose Cars, and one (1) Rotary Steam Snow Shovel. Six hundred and ten (610) Freight Cars have been supplied with air brakes.

NEBRASKA EXTENSION.

For several years there has been a growing need for an extension of the company's main line from Council Bluffs to a connection with the lines of the Chicago, Kansas & Nebraska Division at Beatrice, or some point westerly therefrom. It would relieve the Southwestern line east of the Missouri River by more evenly distributing the burden of traffic, while the distance between Chicago and points in Western Kansas and Colorado would be made shorter in miles and time. While preparations were being made, early in 1890, for the construction of a bridge across the Missouri between Council Bluffs and Omaha, for the use of this, the Chicago, Milwaukee & St. Paul, and such other railway companies as should desire such use, negotiations were started by the Union Pacific Railway Company which resulted in a contract by which this and the Chicago, Milwaukee & St. Paul companies were let into the use, in perpetuity, of the main and passing tracks of the Union Pacific Company at Council Bluffs, Omaha, and South Omaha, for what the parties then regarded, and which the directors of this company yet regard as a reasonable compensation. By the same contract this company agreed to extend its railway from South Omaha to Lincoln and permit the operation of trains over it by the Union Pacific, and also to permit the use of the line of the Chicago, Kansas & Nebraska (controlled by it) from McPherson to Hutchinson in Kansas. This company was let into the use of the Omaha and Republican Valley Railroad (controlled by the Union Pacific) from Lincoln to Beatrice.

The Chicago, Milwaukee and St. Paul entered upon the use

of the property covered by the contract to which it was a party, about the first of July, 1890. The Union Pacific commenced the operation of trains from McPherson to Hutchinson about the first of June in the same year. This company proceeded with the construction of its railway from South Omaha to Lincoln, and had it ready for operation in December of that year. In November the management of the Union Pacific Railway was changed, and in the last week in December, within a few days before the date fixed for the regular operation of trains, the cars and engines of the Chicago, Milwaukee and St. Paul were forcibly excluded from the railway and bridge of the Union Pacific, and connections between its tracks and those of this company at Council Bluffs, South Omaha, Lincoln and Beatrice, were torn up. The reason assigned for this action was the claim that the contract was beyond the powers of the Union Pacific Railway Company. Suits to enforce it were instituted in the State Courts and promptly removed by the Union Pacific Company to the Circuit Court of the United States for the district of Nebraska. The cases were elaborately argued before MR. JUSTICE BREWER of the Supreme Court of the United States, sitting as a Circuit Judge, in May, 1891. In July following an opinion was announced and a decree entered adjudging the contracts valid in all respects, and ordering their specific performance by the parties. The court allowed an appeal but refused a supersedeas. The parties entered into the use of the property, and the through line from Chicago to Colorado Springs, Denver and Pueblo, was opened by way of Omaha on the 16th day of August, 1891.

SOUTHERN EXTENSION.

At a meeting of the Board of Directors of this Company held December 18th, 1891, the President of the Company was directed to proceed with an extension of the line of road from Minco, Indian Territory, to a point of connection (not to exceed 140 miles distance) with the systems of roads now crossing the State of Texas. In pursuance of these instructions, contracts for grading have been made. Grading has been commenced and material purchased for a part of the line from Minco, south.

It is expected that this line will be built and ready for business by or before November first next, and when completed it will give us connections with all the principal cities in Texas, and with the Gulf coast.

CHICAGO, KANSAS & NEBRASKA RAILWAY.

The proceedings to foreclose the mortgages of the Chicago, Kansas & Nebraska Railway Company, and the sale of the property of that company in the execution of the decree of foreclosure, were set out in our last annual report. On the 17th day of June, 1891, the sale, and the deed executed on the 30th of the preceding April pursuant thereto, were approved by the Court. The same property was also conveyed to this company by other deeds executed to it directly by the Chicago, Kansas & Nebraska Company. The First Mortgage Extension and Collateral is now a direct, first and only lien upon the property so conveyed.

By the foreclosure the Chicago, Rock Island & Pacific Railway Company comes into possession of fourteen hundred and eighty-six (1,486) miles of completed railroad situated in the States of Kansas, Nebraska and Colorado, the Indian Territory, and the Territory of Oklahoma, and the following equipment:

- 143 Locomotives.
- 12 Sleeping Cars (owned jointly with Pullman Company).
- 65 Passenger Coaches.
- 22 Baggage, Mail and Express Cars.
- 9 Tourists' Sleeping Cars (owned jointly with Pullman Company).
- 2 Business Cars.
- 3,768 Box Freight Cars.
- 150 Furniture Cars.
- 50 Refrigerator Cars.
- 600 Stock Cars.
- 350 Flat Cars.
- 70 Caboose Cars.
- 2 Ditching Cars.
- 2 Derrick Cars.
- 1 Wrecking Car.
- 3 Pile Drivers.
- 1 Steam Excavator.
- 1 Hoisting Machine.
- 1 R. R. Builder.
- 2 Rotary Steam Shovels.

To the officers of the company, heads of departments, and employes generally, the directors desire to express their appreciation of the faithful manner in which the business of the company has been conducted during the year.

By order of the Board of Directors.

A handwritten signature in cursive script, reading "R. R. Cable". The signature is written in dark ink and is positioned above the printed name "President."

President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,

DAVENPORT, IOWA, MAY 2, 1892.

R. R. CABLE, Esq., *President.*

SIR:—The following report of the land business of this office for the fiscal year ending March 31, 1892, is respectfully submitted.

Lands have been sold under covenants of warranty to the amount of 1,530²⁴/₁₀₀ acres, for the total consideration of \$19,177.68, making the average price about \$12.53 per acre. And 80 acres were quitclaimed for a consideration of \$5.00

The amount of bills receivable unpaid at the end of the year was \$127,147.15, showing a net decrease for the twelve months of \$48,248.13.

The collections of interest and rentals were \$14,681.08.

Taxes were paid on lands and town lots unsold on January 1, 1892, to the amount of \$807.59. Back taxes on lands in cases where old contracts were cancelled by the Company have been paid to the amount of \$498.95, but all lands so resumed have been sold again, and in every case the advance over the former price has not only covered this expenditure, but also all principal and interest remaining unpaid on the cancelled contracts.

From the net receipts during the year there has been remitted to the Treasurer of the Company the sum of \$70,000.

Only 2,430 acres of land to which the Company's title is considered indisputable, remain as unsold on the books, but there is remaining considerable town property at Andubon, and some in other towns.

Respectfully,

J. L. DREW,

Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK, AND COMPARISON
WITH PREVIOUS YEAR.

| | Year Ending March 31, 1892. | Year Ending March 31, 1891. |
|---|------------------------------------|------------------------------------|
| Cross Ties used.....No. | 624,637 | 567,931 |
| “ “ cost.....\$ | 271,585 53 | 248,292 62 |
| Steel Rails laid.....Gross Tons | 10,545 | 8,856 81 |
| “ “ cost.....\$ | 307,583 56 | 282,929 |
| Railroad Spikes used.....Lbs. | 1,179,600 | 1,014,000 80 |
| “ “ cost.....\$ | 23,010 40 | 20,644 |
| Joint Splices used.....Lbs. | 3,305,227 | 1,432,983 75 |
| “ “ cost.....\$ | 59,276 65 | 30,487 81 |
| Bolts, Nuts and Fastenings, cost.....\$ | 20,552 65 | 13,381 |
| Track relaid with New Steel.....Miles | 95 ⁸⁴ / ₁₀₀ | 80 ⁵¹ / ₁₀₀ |
| “ “ “ “ Ties.....“ | 215 ⁹² / ₁₀₀ | 195 ⁸⁴ / ₁₀₀ |
| Wire Fencing, cost.....\$ | 4,919 39 | 8,398 90 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICE PERFORMED, AND LEADING ITEMS
OF REPAIRS, IN COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1892. | Year Ending March 31, 1891. |
|---|--------------------------------|--------------------------------|
| Locomotives.....No. | 540 | 534 |
| Miles Run during Year.....“ | 19,710,557 | 19,242,100 |
| Average Miles Run per Engine.....“ | 36,501 | 36,034 |
| Cords of Wood consumed by Locomotives.....“ | 17,205 | 17,079 |
| Tons of Coal consumed by Locomotives.....“ | 581,789 | 560,739 |
| Total Cost of Fuel consumed by Locomotives...\$ | 1,136,648 91 | 1,111,813 48 |
| Total Cost of Repairs of Locomotives.....\$ | 817,853 59 | 671,690 19 |
| Cost of Repairs per Mile Run.....Cts. | 4.15 | 3.49 |
| Cost of Oil, Tallow, and Waste per Mile Run.....“ | .26 | .32 |
| Cost of Fuel per Mile Run.....“ | 5.77 | 5.78 |
| Cost for Engineers, Firemen and Wipers, per Mile Run.....“ | 6.55 | 6.61 |
| Average No. of Cars in Passenger Trains....No. | 5.08 | 4.98 |
| Average No. of Cars in Freight Trains.....“ | 17.77 | 17.80 |
| Average No. of Miles Run per Ton of Coal...“ | 33 | 34 |
| New Engines built to replace old and worn out.....“ | 28 | 16 |
| New boilers built to replace old and worn out.....“ | 0 | 2 |
| New Fireboxes to replace old and worn out.....“ | 13 | 9 |
| New Steel Tire to replace old and worn out.....“ | 145 | 124 |
| New Cylinders to replace old and broken....“ | 47 | 48 |
| New Driving Wheels.....“ | 29 | 18 |
| New Tender Frames.....“ | 34 | 47 |
| New Tanks.....“ | 7 | 11 |
| New Engine and Tender Trucks.....“ | 12 | 13 |
| New Steel Driving Axles.....“ | 78 | 48 |
| New Smoke Stacks.....“ | 169 | 173 |
| New Engine Cabs.....“ | 66 | 61 |
| New Pilots.....“ | 85 | 107 |
| New Crank Pins.....“ | 381 | 243 |
| New Steel Piston Rods.....“ | 77 | 51 |
| New Injectors.....“ | 25 | 23 |
| New Cross Heads.....“ | 38 | 30 |
| New Flues.....Sets. | 35 | 26 |
| Flues reset.....“ | 238 | 207 |
| New Flue Sheets.....No. | 27 | 27 |
| New Air Brakes.....Sets. | 53 | 37 |
| Engine Tires Turned.....“ | 271 | 232 |
| Engines thoroughly Repaired.....No. | 284 | 258 |
| Engines Painted and Varnished.....“ | 330 | 332 |
| Wheels and Axles used.....Pairs. | 1,780 | 1,730 |

STATEMENT

SHOWING NUMBER OF CARS, SERVICE PERFORMED, ITEMS OF REPAIRS, AND A
COMPARISON WITH PREVIOUS YEAR.

| Cars. | Year Ending March 31, 1892. | Year Ending March 31, 1891. |
|---|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Sleeping Coaches..... | 41 | 40 |
| Passenger Coaches, all classes..... | 258 | 246 |
| Baggage, Mail and Express Cars..... | 78 | 79 |
| Railway Postal Cars..... | 9 | 9 |
| Dining Cars..... | 11 | 11 |
| Business and Paymasters..... | 5 | 5 |
| Total | 402 | 390 |
| In Freight Service— | | |
| Box Freight Cars..... | 10,738 | 9,528 |
| Live Stock Cars..... | 1,938 | 1,852 |
| Platform and Coal Cars..... | 2,473 | 2,429 |
| Drovers', Caboose and other cars..... | 379 | 400 |
| Total | 15,523 | 14,209 |
| Gravel, Hand and other Cars used in Repairs of Roadway, Track and Bridges..... | | |
| | 1,359 | 1,359 |
| Number of Miles Run by Cars in Passenger Service during the year..... | 80,135,159 | 27,790,734 |
| Number of Miles Run by Cars in Freight Service during the year..... | 154,727,486 | 156,806,008 |
| Number of Miles Run by Cars in Repairs and Con- struction Work..... | 3,852,775 | 4,320,275 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

| | | |
|---|---------------------------------------|-----|
| Rebuilt to Replace Worn Out or Destroyed Cars. | { Passenger | 6 |
| | { Freight Cars (all kinds)..... | 347 |
| Thoroughly Repaired and Repainted. | { Sleeping Cars..... | 3 |
| | { Passenger Coaches | 28 |
| | { Dining Cars | 3 |
| | { Baggage, Mail and Express Cars..... | 18 |
| Ordinary Repairs. Cleaned and Varnished. | { Sleeping Cars..... | 36 |
| | { Passenger Coaches..... | 237 |
| | { Baggage, Mail and Express Cars..... | 54 |
| | { Dining Cars | 3 |
| New Upholstered. | { Sleeping Cars..... | 10 |
| | { Passenger Coaches | 19 |
| Repaired and Repainted. | { Drovers' and Caboose Cars..... | 89 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

CONTINUED.

| | |
|---|--------|
| Freight Cars—Furnished with New Roofs..... | 210 |
| “ Furnished with New Floors..... | 239 |
| “ Repainted..... | 1,268 |
| “ Roofs Repainted..... | 1,358 |
| Number of Wheels used in Repairs..... | 5,828 |
| Number of Axles used in Repairs..... | 2,119 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year..... | 76,773 |

STATEMENT

SHOWING COMPARATIVE PASSENGER MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1892. | Year Ending March 31, 1891. |
|---|--|--|
| Number of Passengers carried during the year..... | 5,453,023½ | 4,806,886½ |
| “ “ First Class..... | 5,404,774 | 4,753,905½ |
| “ “ Second Class and Emig..... | 48,249½ | 52,981 |
| “ “ Through..... | 222,270½ | 215,480½ |
| “ “ Way..... | 5,280,753 | 4,591,406 |
| “ “ Moving East..... | 2,689,093 | 2,367,195 |
| “ “ Moving West..... | 2,763,930½ | 2,439,691½ |
| “ “ Carried One Mile..... | 218,913,492 | 208,641,316 |
| Equivalent to carrying each Passenger..... | 40 miles | 43 miles |
| Average rate per passenger per mile..... | \$.02 ²⁹ / ₁₀₀₀ | \$.02 ¹⁸ / ₁₀₀₀ |
| Earnings of Sleeping Cars for year..... | 53,204.64 | 52,181.56 |
| Earnings of Dining Cars for year..... | 67,176.27 | 65,197.65 |
| Earnings from Excess Baggage for year..... | 65,751.89 | 59,388.71 |
| Earnings from Transportation of Passengers.. | 5,030,628.26 | 4,586,126.44 |
| Total Passenger Earnings..... | 5,216,761.06 | 4,762,894.36 |
| Average for each Passenger carried..... | .96 | .99 |

Increase in Number of Passengers carried..... 646,137 or 13⁴⁴/₁₀₀ per cent.“ “ Movement of Passengers one mile..... 10,272,176 “ 4²⁸/₁₀₀ ““ “ Passenger Earnings..... \$453,866.70 “ 9¹²/₁₀₀ “

STATEMENT OF PASSENGER BUSINESS,

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY, FOR THE YEAR ENDING MARCH 31, 1892.

| Months. | Dining Car Earnings. | Excess Baggage. | Sleeping Car Earnings. | Whole Amount Passenger Earnings. | First Class Passengers | Second Class and Emigrant Passengers. | Total Passengers | Through Passengers. | Way Passengers | Passengers East. | Passengers West. | Passengers Carried One Mile. |
|--------------|----------------------|-----------------|------------------------|----------------------------------|------------------------|---------------------------------------|------------------|---------------------|----------------|------------------|------------------|------------------------------|
| April, 1891. | \$5,022.63 | \$4,738.47 | \$4,044.49 | \$381,117.49 | 392,160 | 4,798 | 396,958 | 15,971 | 380,987 | 192,447 | 204,511 | 15,431,315 |
| May, " | 5,611.32 | 5,088.02 | 4,351.86 | 388,247.75 | 393,477 | 3,977 | 397,454 | 15,053 | 382,401 | 195,978 | 201,476 | 15,515,768 |
| June, " | 5,772.25 | 6,467.96 | 4,563.16 | 426,304.89 | 396,289 | 4,764 | 401,053 | 18,475 | 382,577 | 196,899 | 204,154 | 17,259,682 |
| July, " | 6,056.72 | 6,906.95 | 5,051.09 | 455,224.06 | 458,431 | 3,847 | 461,779 | 23,275 | 438,503 | 224,722 | 237,058 | 19,765,625 |
| Aug., " | 6,586.41 | 4,870.79 | 6,285.34 | 485,709.62 | 445,555 | 4,908 | 450,463 | 21,831 | 428,632 | 223,043 | 227,420 | 20,430,521 |
| Sept., " | 7,188.29 | 5,074.65 | 7,754.77 | 597,611.74 | 618,103 | 4,142 | 622,245 | 26,877 | 595,368 | 308,928 | 313,317 | 27,301,117 |
| Oct., " | 7,161.58 | 6,502.48 | 6,989.15 | 498,689.11 | 454,160 | 4,568 | 458,728 | 22,324 | 436,404 | 226,389 | 232,339 | 21,096,718 |
| Nov., " | 4,614.01 | 4,900.65 | 4,045.70 | 402,579.46 | 406,813 | 4,353 | 410,165 | 16,724 | 393,441 | 203,477 | 206,688 | 16,654,337 |
| Dec., " | 5,166.31 | 5,006.88 | 2,871.73 | 426,926.54 | 483,328 | 3,615 | 486,943 | 16,277 | 470,665 | 241,538 | 245,403 | 17,962,154 |
| Jan., 1892. | 4,416.78 | 6,697.48 | 2,041.76 | 359,757.83 | 425,578 | 2,892 | 428,470 | 12,026 | 416,444 | 215,962 | 212,508 | 14,872,317 |
| Feb., " | 4,459.06 | 5,172.88 | 1,857.94 | 371,161.85 | 445,784 | 2,685 | 448,469 | 14,127 | 434,342 | 220,501 | 227,968 | 15,290,181 |
| March, " | 5,120.31 | 4,324.68 | 3,847.65 | 423,430.69 | 486,093 | 4,200 | 490,293 | 19,307 | 470,986 | 239,205 | 251,088 | 17,334,357 |
| Total..... | \$67,176.27 | \$65,751.89 | \$53,204.64 | \$5,216,761.06 | 5,404,774 | 48,249 | 5,453,023 | 232,370 | 5,230,753 | 2,689,093 | 2,763,930 | 218,913,492 |

| | | |
|--|----------|----------|
| Average rate per mile per passenger..... | 1891-92. | 1890-91. |
| Average mileage per passenger..... | .02185 | .02156 |
| | 40 | 43 |

STATEMENT

SHOWING COMPARATIVE FREIGHT MOVEMENT AND EARNINGS FOR THE YEAR
ENDING MARCH 31, 1892.

| | | |
|--|-----------------------|-------|
| Amount of Freight transported during the year ending | | |
| March 31, 1892..... | 13,593,342,583 | lbs. |
| Previous year..... | 12,000,336,569 | " |
| Increase, $13\frac{17}{100}$ per cent..... | 1,593,005,964 | " |
| Total paying Freight carried one mile..... | | |
| March 31, 1892..... | 1,167,150,230 | tons. |
| Previous year..... | 1,134,535,356 | " |
| Increase, $2\frac{17}{100}$ per cent..... | 32,614,904 | " |
| Average rate per ton per mile..... | | |
| March 31, 1892..... | .01 $\frac{08}{100}$ | cts. |
| Previous year .. | .01 $\frac{01}{100}$ | " |
| Number of Loaded Cars moving East..... | | |
| March 31, 1892..... | 243,958 | |
| Number of Loaded Cars moving West..... | | |
| March 31, 1892..... | 223,432 | |
| Total number of Loaded Cars..... | 467,390 | |
| Average Tonnage per Loaded Car..... | | |
| March 31, 1892..... | 14 $\frac{331}{1000}$ | tons. |
| Receipts from Freight, year ending March 31, 1892..... | | |
| March 31, 1892..... | \$12,289,636.44 | |
| Receipts from Freight, year ending March 31, 1891..... | | |
| March 31, 1891..... | 11,513,845.98 | |
| Increase, $6\frac{14}{100}$ per cent..... | \$ 775,791.06 | |
| Carried for Company's use..... | | |
| March 31, 1892..... | 1,744,709,064 | lbs. |
| Carried for Company's use one mile.... | | |
| March 31, 1892..... | 91,801,511 | tons. |
| Which, at average rate received, amounts to..... | | |
| March 31, 1892..... | \$ 963,915.87 | |
| For which no charge has been made. | | |

STATEMENT

OF GROSS EARNINGS FOR THE YEAR ENDING MARCH 31, 1892.

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|-----------------|----------------|-----------------|----------------|-----------------|
| 1891. | April | \$881,117 49 | \$ 908,888 48 | \$ 88,504 22 | \$1,878,460 14 |
| | May | 388,247 75 | 856,244 58 | 117,321 99 | 1,361,814 32 |
| | June | 426,304 89 | 815,626 04 | 86,801 22 | 1,328,232 15 |
| | July | 455,224 09 | 886,064 57 | 87,920 07 | 1,429,208 73 |
| | August | 485,709 62 | 1,160,198 88 | 91,668 53 | 1,737,576 53 |
| | September | 597,611 74 | 1,262,546 72 | 90,641 86 | 1,950,800 32 |
| | October | 498,689 11 | 1,228,667 76 | 98,843 01 | 1,825,699 88 |
| | November | 402,579 46 | 1,202,722 71 | 97,697 67 | 1,702,999 84 |
| | December | 426,926 54 | 1,075,490 80 | 98,427 95 | 1,595,845 29 |
| | January | 359,757 83 | 870,373 29 | 118,584 06 | 1,348,715 18 |
| | February | 371,161 85 | 1,015,316 53 | 117,487 13 | 1,503,965 51 |
| | March | 423,430 69 | 1,012,626 63 | 95,780 37 | 1,531,837 69 |
| 1892. | Totals | \$5,216,761 06 | \$12,289,636 44 | \$1,188,678 08 | \$18,690,075 58 |

STATEMENT

OF DISBURSEMENTS FOR MAINTAINING AND OPERATING THE CHICAGO, ROCK
ISLAND & PACIFIC RAILWAY FOR THE YEAR
ENDING MARCH 31, 1892.

| | |
|---|------------------------|
| General Office Salaries..... | \$ 403,299 90 |
| Legal Expenses..... | 127,825 23 |
| Books, Printing and Stationery..... | 116,904 20 |
| Outside Agencies and Advertising..... | 600,998 10 |
| Agents and Station Service..... | 1,602,033 47 |
| Station Supplies..... | 158,798 52 |
| Telegraph Expenses..... | 250,034 39 |
| Water Supply..... | 121,888 52 |
| Repairs of Engines and Tenders..... | 817,853 59 |
| Engineers, Firemen and Wipers..... | 1,291,272 48 |
| Fuel for Locomotives..... | 1,186,648 91 |
| Oil, Tallow and Waste..... | 51,053 24 |
| Repairs of Passenger Cars..... | 377,522 72 |
| Passenger Train Service..... | 281,431 71 |
| Passenger Train Supplies..... | 60,635 40 |
| Passenger Car Mileage..... | 47,275 55 |
| Dining Car Expenses..... | 99,748 24 |
| Repairs of Freight Cars..... | 702,889 32 |
| Freight Train Service..... | 616,723 86 |
| Freight Train Supplies..... | 100,446 24 |
| Freight Car Mileage..... | 325,241 05 |
| Renewal of Rails..... | 201,150 26 |
| Renewal of Ties..... | 260,899 87 |
| Repairs of Roadway and Track..... | 1,500,630 89 |
| Repairs of Fences, Crossings and Signs..... | 54,905 54 |
| Repairs of Bridges, Culverts and Cattle Guards..... | 420,296 41 |
| Repairs of Buildings and Fixtures..... | 297,686 80 |
| Loss and Damage of Goods and Baggage..... | 41,998 36 |
| Injuries to Persons..... | 96,335 14 |
| Cattle Killed and Damage to Property..... | 52,127 91 |
| Contingent Account..... | 169,255 57 |
| Tax Account..... | 761,196 22 |
| Total..... | <u>\$13,147,056 61</u> |

INCOME

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY

| | | | | | |
|-------|-----|---|----|---------------------|-----------|
| 1891. | | | | | |
| May | 1. | To Dividend paid—1%..... | \$ | 461,558 | 00 |
| May | 1. | " Interest paid on C. & S. W. Ry. Bonds..... | | 175,000 | 00 |
| July | 1. | " Interest paid on 6% Bonds..... | | 363,000 | 00 |
| July | 1. | " Interest paid on 5% Ext. & Col. Bonds..... | | 837,975 | 00 |
| Aug. | 1. | " Dividend paid— $\frac{1}{2}$ %..... | | 230,779 | 00 |
| Nov. | 1. | " Dividend paid— $\frac{1}{2}$ %..... | | 230,779 | 00 |
| Nov. | 1. | " Interest paid on C. & S. W. Ry. Bonds | | 175,000 | 00 |
| 1892. | | | | | |
| Jany. | 1. | " Interest paid on 6% Bonds..... | | 363,000 | 00 |
| Jany. | 1. | " Interest paid on 5% Ext. & Col. Bonds..... | | 874,350 | 00 |
| Feby. | 1. | " Dividend paid—1%..... | | 461,558 | 00 |
| Mar. | 1. | " Interest paid on 30-year 5% Debenture Bonds..... | | 25,000 | 00 |
| Mar. | 31. | " Rent Peoria & Bureau Valley R. R..... | | 125,000 | 00 |
| Mar. | 31. | " Rent Keokuk & Des Moines Ry..... | | 146,024 | 82 |
| Mar. | 31. | " Rent Des Moines & Fort Dodge R. R..... | | 143,431 | 99 |
| Mar. | 31. | " Rent Chicago, Kansas & Nebraska Ry. and for ac- count of that Co. for April, 1891..... | | 109,806 | 07 |
| Mar. | 31. | " Rent Hannibal & St. Joseph R. R..... | | 43,433 | 56 |
| Mar. | 31. | " Rent Union Pacific Ry., Council Bluffs to So. Omaha | | 30,000 | 00 |
| Mar. | 31. | " Rent Union Pacific Ry., Lincoln to Beatrice..... | | 10,050 | 00 |
| Mar. | 31. | " Rent Union Pacific Ry., Kansas City to No. Topeka. | | 32,908 | 59 |
| Mar. | 31. | " Rent Union Pac. Ry., Limon to Denver..... | | 47,714 | 21 |
| Mar. | 31. | " Rent Denver & Rio Grande R. R..... | | 85,811 | 30 |
| Mar. | 31. | " Tolls and Rentals paid Missouri River Bridge Cos.. | | 143,857 | 76 |
| Mar. | 31. | " Premium on \$36,000.00 5% Ext. & Col. Bonds pur- chased for account of Sinking Fund..... | | 625 | 00 |
| Mar. | 31. | " Operating Expenses and Taxes from April 1, 1891 to March 31, 1892..... | | 13,147,056 | 61 |
| Mar. | 31. | " Balance..... | | 819,172 | 22 |
| | | | | <u>\$19,082,891</u> | <u>13</u> |

ACCOUNT

COMPANY, FROM APRIL 1, 1891, TO MARCH 31, 1892.

| | | |
|----------|---|---------------|
| 1891. | | |
| April 1. | By Balance from previous year..... | \$ 270,615 06 |
| 1892. | | |
| Mar. 31. | " Gross Earnings from April 1, 1891, to March 31, 1892..... | 18,690,075 58 |
| Mar. 31. | " Receipts from Land Department..... | 70,000 00 |
| Mar. 31. | " Interest received from Chicago, Kansas & Nebraska Ry. Co..... | 52,200 49 |

\$19,082,891 18

1892.

April 1. By Balance..... **\$819,172 22**

CONDENSED BALANCE SHEET

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, APRIL 1, 1892.

CREDIT BALANCES.**LIABILITIES.**

| | | |
|--|-----------------|-------------------------|
| Capital Stock fixed \$50,000,000; amount issued. | \$46,155,800 00 | |
| Fractional Scrip outstanding, convertible into Stock..... | 200 00 | \$46,156,000 00 |
| Six per cent. Mortgage Coupon Bonds..... | \$4,730,000 00 | |
| Six per cent. Mortgage Registered Bonds..... | 7,770,000 00 | 12,500,000 00 |
| Five per cent. Extension Coupon Bonds..... | \$31,447,000 00 | |
| Five per cent. Extension Registered Bonds.... | 4,405,000 00 | 35,852,000 00 |
| Five per cent. Debenture Coupon Bonds..... | \$ 1,995,000 00 | |
| Five per cent. Debenture Registered Bonds.... | 5,000 00 | 2,000,000 00 |
| Chicago & Southwestern Ry. Bonds, guaranteed..... | | 5,000,000 00 |
| Addition and Improvement Account..... | | 8,218,000 00 |
| Accounts Payable..... | | 1,552,509 04 |
| Profit Balance of Income Account..... | | 819,172 22 |
| | | <u>\$112,092,681 26</u> |

DEBIT BALANCES.**ASSETS.**

| | | |
|--|-------------------------|--|
| Cost of Road and Equipment, including all Branch Roads owned by the Company..... | \$97,586,593 22 | |
| Cost of Railroad Bridge at Rock Island..... | 758,526 10 | |
| Cost of Southern Extension, (Road in process of construction South of Minco, I. T.)..... | 354,130 30 | |
| Capital Stock and Bonds of connecting roads..... | 8,755,640 35 | |
| Loans and other Investments..... | 527,565 06 | |
| C., R. I. & P. Ry. Co. Capital Stock on hand..... | 12,100 00 | |
| C., R. I. & P. Ry. Co. Six per cent. Mortgage Bonds on hand. | 400,000 00 | |
| C., R. I. & P. Ry. Co. Five per cent. Extension Bonds on hand. | 747,000 00 | |
| Sinking Fund Account, First Mortgage Extension and Collat- eral Five per cent. Bonds purchased..... | 169,000 00 | |
| Stock of Material, Fuel, etc., on hand..... | 1,206,187 06 | |
| Due from Post Office Department..... | 108,581 23 | |
| Accounts Receivable..... | 904,349 53 | |
| Cash and Loans (payable on demand)..... | 563,058 39 | |
| | <u>\$112,092,681 26</u> | |

STATEMENT

OF TONNAGE, IN POUNDS, CROSSING THE RAILWAY BRIDGE AT ROCK ISLAND,
FOR THE YEAR ENDING MARCH 31, 1892.

| Months. | East. | West. | Totals. |
|------------------------|---------------|---------------|---------------|
| 1891. April | 154,382,364 | 99,515,518 | 253,897,882 |
| May | 166,775,094 | 127,352,855 | 294,127,949 |
| June | 141,389,394 | 100,277,246 | 241,666,640 |
| July | 160,272,184 | 127,336,956 | 287,609,090 |
| August | 244,594,760 | 157,001,059 | 401,595,819 |
| September | 280,740,678 | 188,097,429 | 468,838,107 |
| October | 253,289,000 | 190,404,624 | 443,693,624 |
| November | 286,332,787 | 157,304,505 | 443,637,292 |
| December | 260,127,673 | 140,148,912 | 400,276,585 |
| 1892. January | 197,292,952 | 114,858,197 | 312,151,149 |
| February | 224,529,762 | 136,735,720 | 361,265,482 |
| March | 181,774,325 | 144,376,560 | 326,150,885 |
| Totals | 2,551,500,923 | 1,683,409,581 | 4,234,910,504 |
| Totals last year | 2,310,891,067 | 1,500,266,610 | 3,811,157,677 |
| Increase | 240,609,856 | 183,142,971 | 423,752,827 |

STATEMENT

SHOWING NUMBER OF LOADED CARS CROSSING THE RAILWAY BRIDGE AT ROCK
ISLAND FOR THE YEAR ENDING MARCH 31, 1892.

| Months. | East. | West. | Totals. |
|------------------------|--------|--------|---------|
| 1891. April | 6,692 | 6,832 | 13,524 |
| May | 6,681 | 7,886 | 14,567 |
| June | 6,189 | 7,011 | 13,200 |
| July | 6,342 | 7,211 | 13,553 |
| August | 9,012 | 8,094 | 17,106 |
| September | 9,532 | 9,048 | 18,580 |
| October | 8,198 | 8,535 | 16,733 |
| November | 9,350 | 8,063 | 17,413 |
| December | 9,264 | 7,456 | 16,720 |
| 1892. January | 7,925 | 6,370 | 14,295 |
| February | 8,394 | 6,912 | 15,306 |
| March | 7,011 | 7,905 | 14,916 |
| Totals | 94,590 | 91,323 | 185,913 |
| Totals last year | 92,111 | 90,809 | 182,920 |
| Increase | 2,479 | 514 | 2,993 |

ANNUAL

SHOWING THE NUMBER OF MEN EMPLOYED, SERVICE
YEAR ENDING

| Service. | 1891 April. | May. | June. | July. |
|---|----------------|--------------|--------------|--------------|
| General Offices..... | 377 | 376 | 381 | 386 |
| Engineers, Firemen and Wipers..... | 1,245 | 1,216 | 1,273 | 1,281 |
| Machinists..... | 727 | 730 | 684 | 676 |
| Boiler Makers..... | 131 | 133 | 128 | 143 |
| Blacksmiths..... | 159 | 167 | 178 | 174 |
| Car Builders and Repairers..... | 997 | 1,054 | 1,084 | 1,063 |
| Telegraph Repairers..... | 19 | 18 | 21 | 23 |
| Train Masters and Dispatchers..... | 68 | 52 | 67 | 69 |
| Conductors, Baggage-men and Brakemen..... | 1,081 | 1,095 | 1,070 | 1,053 |
| Agents and Station Service..... | 2,105 | 2,113 | 2,138 | 2,200 |
| Track Repairers..... | 2,264 | 2,584 | 2,805 | 2,797 |
| Tankmen..... | 73 | 71 | 69 | 73 |
| Carpenters and Bridge Builders..... | 212 | 226 | 245 | 259 |
| Extra Gangs and Construction Trains..... | 377 | 509 | 603 | 620 |
| Chicago Passenger Station..... | 34 | 34 | 33 | 33 |
| Dining Car Service..... | 68 | 76 | 80 | 70 |
| Division Superintendent's Offices..... | 27 | 27 | 20 | 27 |
| Supply Department, Labor..... | 118 | 120 | 114 | 121 |
| Engineering..... | 10 | 9 | 10 | 10 |
| Total Men..... | 10,092 | 10,560 | 11,002 | 11,078 |
| Total Pay..... | \$531,339.77 | \$556,928.60 | \$570,177.33 | \$575,100.06 |

Total amount paid during the year.....\$7,179,189.95

Average number of men employed per month..... 11,122

Average amount paid per month.....\$ 598.265.88

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL
 YEAR ENDING MARCH 31, 1892.

| August. | September. | October. | November. | December. | 1892 January. | February. | March. |
|-------------|--------------|--------------|--------------|--------------|------------------|--------------|--------------|
| 383 | 386 | 383 | 384 | 387 | 388 | 390 | 394 |
| 1,351 | 1,884 | 1,414 | 1,267 | 1,378 | 1,406 | 1,368 | 1,493 |
| 679 | 676 | 617 | 657 | 679 | 627 | 655 | 639 |
| 121 | 130 | 182 | 173 | 180 | 172 | 172 | 130 |
| 153 | 163 | 159 | 144 | 157 | 156 | 164 | 174 |
| 990 | 1,065 | 1,085 | 1,080 | 1,077 | 1,058 | 990 | 1,150 |
| 23 | 29 | 80 | 24 | 22 | 19 | 22 | 28 |
| 68 | 74 | 72 | 73 | 83 | 73 | 82 | 74 |
| 1,106 | 1,182 | 1,174 | 1,193 | 1,192 | 1,159 | 1,187 | 1,151 |
| 2,167 | 2,302 | 2,374 | 2,377 | 2,438 | 2,388 | 2,883 | 2,472 |
| 2,829 | 2,960 | 2,834 | 3,056 | 2,252 | 2,015 | 1,994 | 2,395 |
| 82 | 74 | 82 | 80 | 85 | 83 | 87 | 80 |
| 253 | 291 | 325 | 298 | 299 | 233 | 231 | 149 |
| 690 | 755 | 973 | 888 | 622 | 559 | 485 | 824 |
| 52 | 50 | 56 | 47 | 55 | 55 | 49 | 38 |
| 76 | 83 | 76 | 76 | 74 | 74 | 74 | 72 |
| 28 | 24 | 28 | 29 | 29 | 29 | 29 | 29 |
| 107 | 115 | 121 | 118 | 141 | 149 | 131 | 135 |
| 9 | 9 | 10 | 23 | 33 | 42 | 44 | 55 |
| 11,167 | 11,752 | 11,995 | 11,987 | 11,183 | 10,685 | 10,487 | 11,482 |
| \$12,071.98 | \$641,506.39 | \$656,152.76 | \$634,643.11 | \$621,608.61 | \$590,404.63 | \$575,830.28 | \$613,426.41 |

STATEMENT

OF STATISTICS FOR YEAR ENDING MARCH 31, 1892.

| Commodities. | Total Quantities. | Total No. of Pounds. |
|--------------------------------|-------------------|----------------------|
| Merchandise.....Lbs. | 1,392,302,615 | 1,392,302,615 |
| Lumber, Lath, Shingles....." | 1,122,695,033 | 1,122,695,033 |
| Agricultural Implements....." | 88,676,719 | 88,676,719 |
| Vehicles....." | 60,912,599 | 60,912,599 |
| Machinery....." | 55,256,839 | 55,256,839 |
| Staves and Headings....." | 44,203,611 | 44,203,611 |
| Wool....." | 14,248,628 | 14,248,628 |
| Hides....." | 20,966,246 | 20,966,246 |
| Oil Cake....." | 9,917,022 | 9,917,022 |
| Butter....." | 13,577,255 | 13,577,255 |
| Cheese....." | 3,224,813 | 3,224,813 |
| Tea....." | 5,443,185 | 5,443,185 |
| Coffee....." | 23,906,999 | 23,906,999 |
| Sugar and Syrup....." | 150,298,262 | 150,298,262 |
| Lard and Tallow....." | 23,336,831 | 23,336,831 |
| Potatoes....." | 98,925,775 | 98,925,775 |
| Grass and Flax Seed....." | 95,207,196 | 95,207,196 |
| Broom Corn....." | 16,003,179 | 16,003,179 |
| Mill Stuffs....." | 119,133,122 | 119,133,122 |
| Ore and Bullion....." | 80,050,463 | 80,050,463 |
| Lead....." | 29,726,303 | 29,726,303 |
| Drain Tile....." | 69,260,420 | 69,260,420 |
| Soap....." | 5,200,446 | 5,200,446 |
| Canned Goods....." | 27,851,044 | 27,851,044 |
| Wire [fence, etc.]....." | 50,370,659 | 50,370,659 |
| Emigrant Movables.....Cars | 3,442 | 68,848,530 |
| Milk.....Gals. | 919,482 | 7,855,855 |
| Wheat.....Bush. | 9,908,339 | 594,500,335 |
| Malt....." | 457,759 | 16,479,325 |
| Corn....." | 20,467,307 | 1,146,169,188 |
| Rye....." | 2,265,608 | 126,874,032 |
| Oats....." | 19,402,341 | 620,874,925 |
| Barley....." | 2,971,576 | 142,635,657 |
| Flour.....Bbbs. | 1,004,054 | 216,875,688 |
| Salt....." | 367,315 | 110,194,542 |
| Lime and Cement....." | 870,586 | 191,528,958 |
| Beef and Pork....." | 235,385 | 68,261,522 |
| Oil....." | 454,829 | 172,835,165 |
| Eggs....." | 118,843 | 23,768,607 |
| Fruits [dried and green]....." | 495,130 | 74,269,391 |
| Whiskey and High Wines....." | 90,899 | 32,723,541 |
| Ale and Beer....." | 124,293 | 41,016,796 |
| Railroad Ties.....No. | 1,446,455 | 188,039,154 |
| Brick....." | 129,543,635 | 518,174,540 |
| Cattle....." | 478,648 | 574,378,959 |
| Hogs....." | 1,464,460 | 366,115,107 |
| Sheep....." | 286,397 | 24,343,711 |
| Horses....." | 37,025 | 41,387,680 |
| Ice.....Tons | 23,418 | 46,835,355 |
| Coal [soft]....." | 1,474,523 | 2,949,045,962 |
| Coal [hard]....." | 84,079 | 168,157,670 |
| Coke....." | 6,985 | 13,969,586 |
| Iron [pig and railroad]....." | 114,973 | 229,945,747 |
| Iron [manufactured]....." | 99,034 | 108,068,392 |
| Hay....." | 70,261 | 140,521,064 |
| Sand and Gravel....." | 161,065 | 323,329,862 |
| Stone....." | 267,562 | 533,123,023 |
| Total..... | | 13,593,342,533 |

696.151
5613422972.0
573584

-11884

-259082

1474522

SUMMARY.

| | Year Ending March 31, 1892. | Year Ending March 31, 1891. |
|--|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains..... | 6,209,803 | 5,902,242 |
| Number of Miles run by Freight Trains..... | 9,588,666 } | * 12,450,854 |
| Number of Miles run by Switching Trains..... | 3,108,943 } | 889,004 |
| Number of Miles run by Wood, Gravel, and Construction Trains..... | 803,145 | |
| Total Number of Miles run..... | 19,710,557 | 19,242,100 |
| Number of Tons Freight carried one Mile..... | 1,167,150,260 | 1,134,535,356 |
| Number of Passengers carried one Mile..... | 218,913,492 | 208,641,316 |
| Earnings per Mile run on Freight..... | \$ 1.28 | .92 |
| Earnings per Mile run by Passenger Trains..... | .96 | .93 |
| Expenses per Mile run, including Legal Expenses and Taxes..... | .67 | .64 |
| Percentage of Operating Expenses to Earnings..... | 70.14 | 71.76 |
| Percentage of Expenses to Earnings, less Taxes..... | 66.76 | 66.46 |
| Cost per Ton and per Passenger per Mile, assuming one Passenger equal to one Ton of Freight..... | 00.743 | 00.754 |
| Aggregate of Tons Freight and Passengers carried one Mile..... | 1,386,063,752 | 1,349,176,672 |
| Amount Received per Ton per Mile..... | .01.06 | .01.06 |
| Amount Received per Passenger per Mile..... | .02.1666 | .02.1666 |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .12 | .12 |
| Number of Passengers carried one Mile for each Mile run by Passenger Trains..... | 35 | 35 |

* Includes Number of Miles run by Switching Trains, 2,820,406.

PROPERTY OF
HARVEY FISK & SONS.
STATISTICAL DEPARTMENT.
NOT TO BE LOANED OR TAKEN FROM OFFICE

THIRTEENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1893.

THIRTEENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1893.

DIRECTORS AND OFFICERS
OF THE
Chicago, Rock Island & Pacific Railway Co.
FOR 1893.

DIRECTORS.

| | | | |
|-----------------------------------|-----------|------------------------|--------------|
| R. P. FLOWER..... | New York. | ALEX. T. VAN NEST..... | New York. |
| BENJ. BREWSTER..... | New York. | H. H. PORTER..... | Chicago. |
| H. R. BISHOP..... | New York. | MARSHALL FIELD..... | Chicago. |
| HENRY M. FLAGLER..... | New York. | JOHN DE KOVEN..... | Chicago. |
| ALEXANDER E. ORR..... | New York. | W. G. PURDY..... | Chicago. |
| DAVID DOWS, JR..... | New York. | R. R. CABLE..... | Rock Island. |
| GEO. G. WRIGHT, Des Moines, Iowa. | | | |

GENERAL OFFICERS.

| | |
|--|--------------|
| R. R. CABLE, President..... | Chicago. |
| BENJ. BREWSTER, First Vice-President..... | New York. |
| W. G. PURDY, Second Vice-President, Treasurer and Secretary..... | Chicago. |
| H. A. PARKER, Third Vice-President..... | Chicago. |
| A. KIMBALL, Assistant to the President..... | Davenport. |
| GEO. T. BOGGS, Assistant Treasurer and Assistant Secretary..... | New York. |
| J. F. PHILLIPS, Assistant Treasurer and Assistant Secretary..... | Chicago. |
| C. F. JILSON, Assistant Treasurer..... | Topeka, Kan. |
| E. ST. JOHN, General Manager..... | Chicago. |
| W. I. ALLEN, Assistant General Manager..... | Chicago. |
| W. M. SAGE, Traffic Manager..... | Chicago. |
| C. DUNLAP, General Superintendent..... | Chicago. |
| F. W. PORTER, Auditor..... | Chicago. |
| JOHN SEBASTIAN, General Ticket and Passenger Agent..... | Chicago. |
| J. M. JOHNSON, General Freight Agent—Lines East of Missouri River..... | Chicago. |
| DANIEL ATWOOD, General Freight Agent—Lines West of Missouri River..... | Topeka, Kan. |
| F. A. MARSH, Purchasing Agent..... | Chicago. |
| T. S. WRIGHT, General Attorney..... | Chicago. |
| M. A. LOW, General Attorney..... | Topeka, Kan. |
| J. L. DREW, Land Commissioner..... | Davenport. |
| CORN EXCHANGE BANK, Register of Stock..... | New York. |

EXECUTIVE COMMITTEE.

| | | |
|---------------|-----------------|---------------|
| R. R. CABLE. | BENJ. BREWSTER. | H. R. BISHOP. |
| H. H. PORTER. | MARSHALL FIELD. | |

THIRTEENTH ANNUAL REPORT

OF THE
DIRECTORS TO THE STOCKHOLDERS
OF THE
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

The Board of Directors submit the following report for the year ending March 31, 1893:

| | |
|---|-----------------|
| Gross Earnings were | \$20,971,110.25 |
| Operating Expenses and Taxes..... | 15,083,688.57 |
| Net Earnings..... | \$ 5,887,421.68 |
| Add net cash receipts of land sold..... | 60,000.00 |
| Net income..... | \$ 5,947,421.68 |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$3,038,786.06 |
| “ Rentals of Leased Lines..... | 738,602.48 |
| “ Rentals and Tolls Mo. River Bridges..... | 121,565.92 |
| “ Dividend on Capital Stock—4%..... | 1,846,232.00 |
| “ Premium on \$44,000—5% Ext. and Col. Bonds, purchased for account of Sinking Fund under the Mortgage..... | 414.00 |
| | 5,745,600.46 |
| Surplus for the year..... | \$ 201,821.22 |

The Capital Stock and Bonded Debt of the Company is as follows:

| | |
|---|------------------|
| Capital Stock issued..... | \$ 46,155,800.00 |
| Fractional Scrip convertible into Stock..... | 200.00 |
| Six per cent. Mortgage Bonds..... | 12,500,000.00 |
| Five per cent. Extension and Collateral Bonds... | \$38,990,000.00 |
| Less Bonds purchased for account Sinking Fund. | 213,000.00 |
| | 38,777,000.00 |
| Thirty-year Debenture Bonds..... | 3,000,000.00 |
| Seven per cent. C. & S. W. Ry. Bonds, Guaranteed..... | 5,000,000.00 |

Main Line and Branch Railroads, owned, leased and operated by the Chicago, Rock Island & Pacific Railway Company, at the date of this report, are as follows :

| LINES OWNED. | | MILES. |
|---|----------|--------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 498.81 | |
| Davenport, Iowa, to Atchison, Kan..... | 341.84 | |
| Edgerton Junc., Mo., to Leavenworth, Kan..... | 20.26 | |
| Washington, Iowa, to Knoxville, Iowa..... | 79. | |
| South Englewood, Ill., to South Chicago, Ill..... | 7.50 | |
| Wilton, Iowa, to Muscatine, Iowa..... | 11.98 | |
| Wilton, Iowa, to Lime Kiln, Iowa..... | 6.08 | |
| Newton, Iowa, to Monroe, Iowa..... | 17. | |
| Des Moines, Iowa, to Indianola and Winterset, Iowa..... | 47.07 | |
| Menlo, Iowa, to Guthrie Center, Iowa..... | 14.58 | |
| Atlantic, Iowa, to Audubon, Iowa..... | 24.54 | |
| Atlantic, Iowa, to Griswold, Iowa..... | 14.71 | |
| Avoca, Iowa, to Carson, Iowa..... | 17.61 | |
| Avoca, Iowa, to Harlan, Iowa..... | 11.84 | |
| Mt. Zion, Iowa, to Keosauqua, Iowa..... | 4.50 | |
| Altamont, Mo., to St. Joseph, Mo..... | 49.66 | |
| South St. Joseph, Mo., to Rushville, Mo..... | 14.70 | |
| Kansas City, Mo., to Armourdale, Kan..... | 2.40 | |
| South Omaha, Neb., to Jansen, Neb..... | 107.05 | |
| Elwood, Kan., to Liberal, Kan..... | 489.54 | |
| Herington, Kan., to Terral, Ind. Ter..... | 349.07 | |
| Herington, Kan., to Salina, Kan..... | 49.30 | |
| Horton, Kan., to Roswell, Colo..... | 568.65 | |
| Fairbury, Neb., to Nelson, Neb..... | 51.53 | |
| McFarland, Kan., to Belleville, Kan..... | 103.98 | |
| Dodge City, Kan., to Bucklin, Kan..... | 26.64 | |
| Total miles owned..... | 2,879.84 | |
| LINES LEASED. | | |
| Bureau, Ill., to Peoria, Ill..... | 46.70 | |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.20 | |
| Des Moines, Iowa, to Fort Dodge and Ruthven, Iowa..... | 143.76 | |
| Total miles leased..... | 352.66 | |
| TRACKAGE RIGHTS. | | |
| Over Hannibal & St. Joseph R. R.— | | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 | |
| Over Union Pacific Ry.— | | |
| Council Bluffs, Iowa, to South Omaha, Neb..... | 7.02 | |
| Lincoln, Neb., to Beatrice, Neb..... | 40.21 | |
| Kansas City, Mo., to North Topeka, Kan..... | 67.35 | |
| Limon, Colo., to Denver, Colo..... | 89.20 | |
| Over Denver & Rio Grande R. R.— | | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 | |
| Total miles trackage rights..... | 377.68 | |
| Total miles of road over which trains are operated..... | 3,610.18 | |

The road is located in different States, as follows :

| |
|--|
| 236.18 miles in Illinois. |
| 1,067.75 " " Iowa. |
| 286.35 " " Missouri. |
| 1,125.85 " " Kansas. |
| 293.40 " " Nebraska. |
| 376.36 " " Colorado. |
| 167.89 " " Indian Territory. |
| 56.40 " " Oklahoma. |
| 3,610.18 miles. |
| Add 200.94 miles of second track. |
| " 9.05 " " third track. |
| " 669.99 " " side track. |
| Equal to 4,490.16 miles of single track. |

Statement showing the details of Earnings and Percentage of Operating Expenses as compared with the previous fiscal year:

| Sources of Revenue. | March 31, 1893. | March 31, 1892. |
|-------------------------------------|----------------------|----------------------|
| Passenger Transportation.. | \$ 5,843,145.90 | \$ 5,216,761.06 |
| Freight | 13,302,196.32 | 12,289,636.44 |
| Mail | 455,178.26 | 437,607.84 |
| Express | 347,828.30 | 332,103.26 |
| Rents, Interest, etc..... | 794,368.01 | 177,002.11 |
| Earnings from Car Mileage..... | 218,741.23 | 227,289.99 |
| " " Telegraph Lines..... | 9,652.23 | 9,674.88 |
| Total Gross Earnings..... | \$ 20,971,110.25 | \$ 18,690,075.58 |
| EXPENDITURES. | | |
| Operating Expenses..... | \$ 14,285,033.92 | \$ 12,385,860.39 |
| Taxes | 798,654.65 | 761,196.22 |
| Net Earnings..... | \$ 5,887,421.68 | \$ 5,543,018.97 |
| Percentage of Operating Expenses to | | |
| Gross Earnings..... | 68.1 $\frac{1}{100}$ | 66.7 $\frac{7}{100}$ |
| Same, including Taxes..... | 71.9 $\frac{3}{100}$ | 70.3 $\frac{4}{100}$ |

PASSENGER EARNINGS.—In comparison with previous year, Passenger Earnings show an increase of \$626,384.84 or 12.0 $\frac{1}{100}$ per cent. which is made up of a decrease in earnings from connecting lines of \$22,677.01 or 2.2 $\frac{3}{100}$ per cent., and an increase in earnings from business originating on our own line of \$649,061.85 or 15.4 $\frac{5}{100}$ per cent.

Total number of passengers carried increased 571,248 $\frac{1}{2}$ or 10.4 $\frac{8}{100}$ per cent.

The number of first-class passengers carried increased 581,189½ or 10 $\frac{7}{10}$ % per cent.

The number of second-class passengers and emigrant passengers carried decreased 9,941 or 20 $\frac{6}{10}$ % per cent.

The number of passengers carried one mile increased 45,961,488 or 21 per cent.

The average distance traveled by each passenger during the year ending March 31, 1892 was 40 miles, and during the past year was 44 miles.

The number of through passengers (passengers delivered to or received from connecting lines) increased 20,662 or 9 $\frac{3}{10}$ % per cent., and the number of way (local) passengers increased 550,586½ or 10 $\frac{5}{10}$ % per cent.

Of all the passengers carried 3,031,714 or 50 $\frac{3}{10}$ % per cent. traveled west, and 2,992,558 or 49 $\frac{6}{10}$ % per cent. traveled east.

The rate per passenger per mile for the year ending March 31, 1892 was 2 $\frac{2}{10}$ $\frac{8}{10}$ cents, and for the year ending March 31, 1893 it was 2 $\frac{1}{10}$ $\frac{3}{10}$ cents.

The passenger business at 345 stations shows an increase of \$728,989.03, and at 177 stations a decrease of \$102,604.19.

The number of passengers carried during the year shows an increase at 342 stations of 842,844½, and a decrease at 179 stations of 271,596.

FREIGHT EARNINGS.—Freight Earnings for the year increased \$1,012,559.88 or 8 $\frac{2}{10}$ % per cent.

The Revenue from Through Freight (freight delivered to or received from connecting lines) increased \$69,653.72 or 1 $\frac{1}{10}$ % per cent., and the Revenue from Local Freight increased \$942,906.16 or 15 $\frac{2}{10}$ % per cent.

Of the entire freight earnings, 46 $\frac{4}{10}$ % per cent. was from Through Freight, and 53 $\frac{5}{10}$ % per cent. from Local Freight.

The movement of freight as compared with the previous year, shows an increase of 682,616 tons or 10 $\frac{4}{10}$ % per cent., the rate per ton per mile being 1 $\frac{5}{10}$ cents, the same as for the last fiscal year.

GROSS EARNINGS show an increase of \$2,281,034.67 or 12 $\frac{2}{10}$ % per cent.

NET EARNINGS show an increase of \$344,402.71 or 6 $\frac{2}{10}$ % per cent.

OPERATING EXPENSES show an increase of \$1,899,173.53 or 15 $\frac{33}{100}$ per cent.

TAXES increased \$37,458.43 or 4 $\frac{22}{100}$ per cent.

Full details of the foregoing, as also statements of Assets and Liabilities, Income Account, and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Accounts for the year is as follows:

| | |
|--|-------------------------|
| For Land, Land Damages..... | \$ 279,440.04 ✓ |
| “ Engineering and Contingent Expenses | 7,785.43 |
| “ Masonry, Bridges and Culverts..... | 113,780.04 ✓ |
| “ Reducing Grades, Filling Trestles, etc..... | 8,910.92 ✓ |
| “ New Depots, Shops, Engine Houses, Water Stations, etc..... | 333,890.45 - |
| “ New Machinery for Shops..... | 2,528.00 - |
| “ Additional Second Track ($\frac{1}{10}$ miles)..... | 2,009.87 |
| “ Additional Side Track (60 $\frac{1}{10}$ miles)..... | 386,649.36 |
| “ New Equipment..... | 784,595.54 |
| “ Nebraska Extension (Lincoln to Jansen, Neb.)..... | 813,170.52 |
| “ Southern Extension (Minco to the Red River)..... | 1,318,111.86 |
| | \$4,050,872.03 |
| | 4,050,872.03 |

72.00

LAND, LAND DAMAGES.—The principal items of expenditures for this account during the year were for the purchase of land in the city of Lincoln, Nebraska, for passenger depot, freight depot, passenger and freight yards, and for right of way through the city. By the purchase of this property the company has acquired excellent terminal facilities in one of the most enterprising and growing cities in the State of Nebraska, and a large business will be the result.

Additional purchases of land have also been made at Blue Island (the Chicago terminal freight yard), and at Omaha, Neb., for terminal facilities.

MASONRY, BRIDGES AND CULVERTS.—At Blue Island, Ill., a viaduct is in process of construction, which, when completed, will be, including approaches, 1,528 feet in length. This will avoid necessity of grade crossings in our new yards, mentioned in last year's report.

At Rock Island, Ill., the bridge over the Mississippi River has been improved by strengthening the spans and putting in new stone abutment at draw.

In Iowa and Missouri new stone abutments have been placed under seventeen (17) bridges.

At Colorado Springs a new viaduct thirty (30) feet wide is in process of construction at Bijou street to avoid crossing.

NEW BUILDINGS.—New Depots have been built at the following points: At West Pullman, a brick building; at South Chicago, frame addition, two story; at Grinnell, a brick building with stone trimmings, built jointly by this company and the Iowa Central Railroad Company.

On Winterset Branch, at crossing of Des Moines & Kansas City Railway, frame building and wing.

At Beatrice, Neb., Passenger Depot purchased from Kansas City, Wyandotte & Northwestern Ry. Co.

At Phillipsburg, two-story frame Hotel and Eating House.

At Caldwell, Kas., frame Eating House, with wing.

At Blue Island, Ill., an Engine House, a Boiler Shop and Repair Shop, Oil House, Electric Light Plant, an extensive Water Plant, Ice House, Freight Transfer Depot, Coal Chutes, also Superintendent's Office, have been erected. These improvements are all of the most substantial kind, and constitute a part of the terminals for freight business which have been built at this place (16 miles from Chicago) during the past two years. This improvement is intended to relieve our Chicago terminals and all freight business not actually pertaining to the city of Chicago is now being handled at these new terminal yards.

Valley Junction Shops.—This improvement consists of the following buildings and fixtures:

One brick Machine Shop, with iron and slate roof.

One brick Oil House, steel roof.

One brick Office and Storehouse, steel roof.

One brick Engine House, with turn-tables, complete.

Also Storage Shed, Water Tank, Sand House, Transfer Table, Coal Chute, etc. The shops are so located (five miles west of Des Moines, Iowa,) that they are equally available for repairs of engines of the Iowa Division, Keokuk and Des Moines Division, and Des Moines and Ft. Dodge Division.

At Altamont, Mo., a new Engine House has been built.

At Beatrice, Neb., a brick Engine House has been purchased from the Kansas City, Wyandotte & Northwestern Ry. Co.

At Goodland, Kas., an addition has been made to the Engine House.

At Brooklyn, Iowa, a Coal Chute has been built.

Large Ice Houses have been erected at the following stations : At Green River, Ill.; at Rock Island, Ill.; at Armourdale, Kansas.

At Stockdale, Ill., ten acres of land have been purchased on which has been erected two sheds, with stone piers and gravel roof, to be used as sheep yards. Feed Yards have also been established at Belleville, Kas., and at Roswell, Colorado, where sheds have been built.

New Track Scales have been placed at 44th Street, Chicago, at Albright, Neb. and El Reno, Ind. Ter., to be used in weighing cars.

Extensive additions have been made to water supply at Peoria, Ill., Washington and Eldon, Iowa, and Trenton, Mo.

NEW EQUIPMENT.—To the equipment of the road have been added during the year:

Twelve (12) Locomotives; six (6) Sleeping Cars, in which this Company owns half interest; forty (40) Passenger Coaches; four (4) Dining Cars; five (5) Combination Passenger and Baggage Cars; four hundred (400) Stock Cars; six (6) Caboose Cars; one (1) Little Giant Steam Excavator.

There has also been purchased or built at Company's Shops the following Equipment to take the place of old and worn out, the cost of which has been charged to repairs :

Thirteen (13) Locomotives; six (6) Postal Cars; three (3) Baggage Cars; five hundred and sixteen (516) Freight Cars of various kinds.

SECOND TRACK.—The second track on South Chicago line has been extended from Escanaba Avenue to crossing of P., F. W. & C. Ry., a distance of $\frac{21}{100}$ miles, thus completing double track on said line.

SIDE TRACKS.—At South Englewood and Blue Island, Ill., extensive terminal freight yards have been established, mention of which was made in last year's report. The new side tracks at these two points aggregate 31.01 miles.

Additional side tracks other than mentioned above, have been constructed on the several Divisions of the road aggregat-

ing 29.32 miles; in this mileage is included 3.75 miles of second track on the Suburban line between Walden and Blue Island, Ill.

NEBRASKA EXTENSION.

During the year this line has been extended from Lincoln to Jansen, Nebraska, 52.26 miles, thus reducing distance between Chicago and Denver about eleven (11) miles, as well as opening up a good farming district, from which a large business can be expected.

Depots and Stock Yards have been constructed at desirable points and side tracks laid aggregating 5.88 miles.

SOUTHERN EXTENSION.

The extension of this line from Minco, Indian Territory, to the Red River, a distance of 102 miles, mentioned in our last year's report, has been completed.

At the crossing of the river it connects, over an iron truss bridge owned jointly by the two companies, with the railway of the Chicago, Rock Island & Texas Railway Company, a corporation organized under the laws of the State of Texas, now constructing a line of road from said junction at the Red River to the city of Fort Worth, Texas. With the Chicago, Rock Island & Texas Ry. Co., this company has financial and traffic agreements under which the C., R. I. & P. Ry. Co. supplies all funds necessary to build and equip the road in consideration of receiving all the stock and all the bonds of the Texas Company, the latter issued at the rate of \$15,000.00 per mile of completed road and additional for equipment to an amount equal to cost of same not exceeding \$5,000.00 per mile.

The traffic agreement between the two companies provides for interchange of business on an equitable basis. The Chicago, Rock Island & Texas Railway is now completed and in operation to Bowie, Texas, a station on the Denver, Texas & Fort Worth Railroad, twenty-four and a half miles south of the Red River, and when completed to Fort Worth, about August 1st,

next, a very considerable portion of the business, both passenger and freight, to and from the State of Texas, will be done by the route.

To the officers and employés of the company the acknowledgments of the Board of Directors are due for efficient and faithful services rendered.

By order of the Board of Directors.

A handwritten signature in cursive script, reading "R. R. Cable". The signature is written in dark ink and is positioned above the printed name "President.".

President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
DAVENPORT, MAY 1, 1894.

R. R. CABLE, Esq., *President.*

SIR:—I respectfully submit the report of the Land Grant business of this office for the fiscal year ending March 31, 1894:

The sales by warranty have amounted to 1647¹/₁₀₀ acres, for a consideration of \$2,171.75. Quit claims have been issued for 178¹³/₁₀₀ acres, for which \$26.00 were received.

Collections on account of bills receivable amounted to \$22,374.54; and for interest and rentals, \$6,630.36. Bills receivable outstanding and unpaid at the close of the year were \$71,818.58.

Taxes were paid on lands and town lots unsold January 1, 1894, to the amount of \$676.89; and back taxes on land where sales were cancelled to the amount of \$159.79.

Remittances have been made to the Treasurer from the net receipts of the office on account of Land Grant to the amount of \$40,000.00. The unsold lands now amount to 1,584⁶⁸/₁₀₀ acres, excluding all tracts where title is doubtful, and the acreage subdivided into town lots.

The financial troubles commencing last year have, of course, interfered with collections, and for a time caused a stoppage of sales; but I do not think there has been any lasting shrinkage in the value of farm property in Iowa, nor of securities based thereon.

Respectfully,

J. L. DREW,
Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK, AND COMPARISON
WITH PREVIOUS YEAR.

| | Year Ending March 31, 1894. | Year Ending March 31, 1893. |
|---|--------------------------------|--------------------------------|
| Cross Ties used.....No. | 696,476 | 685,627 |
| “ “ cost.....\$ | 298,782.42 | 307,598.14 |
| Steel Rails laid.....Gross Tons | 8,011 | 10,828 |
| “ “ cost.....\$ | 234,523.67 | 335,139.52 |
| Railroad Spikes used.....Lbs. | 1,226,400 | 1,274,600 |
| “ “ cost.....\$ | 23,592.44 | 26,491.88 |
| Joint Splices used.....Lbs. | 1,227,300 | 2,351,728 |
| “ “ cost.....\$ | 19,812.99 | 40,454.76 |
| Bolts, Nuts and Fastenings, cost.....\$ | 17,203.42 | 20,576.20 |
| Track relaid with New Steel.....Miles | 64.48 | 99.47 |
| “ “ “ “ Ties.....“ | 242.41 | 236.48 |
| Wire Fencing, cost.....\$ | 6,598.91 | 4,682.88 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICE PERFORMED, AND LEADING ITEMS
OF REPAIRS, IN COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1893. | Year Ending March 31, 1892. |
|---|--------------------------------|--------------------------------|
| Locomotives.....No. | 552 | 540 |
| Miles Run during Year....." | 22,800,255 | 19,710,557 |
| Average Miles Run per Engine....." | 41,305 | 36,501 |
| Cords of Wood consumed by Locomotives....." | 17,919 | 17,205 |
| Tons of Coal consumed by Locomotives....." | 715,974 | 581,789 |
| Total Cost of Fuel consumed by Locomotives...\$ | 1,392,578 22 | 1,136,648 91 |
| Total Cost of Repairs of Locomotives.....\$ | 775,742 67 | 817,853 59 |
| Cost of Repairs per Mile Run.....Cts. | 3.40 | 4.15 |
| Cost of Oil, Tallow, and Waste per Mile Run....." | .25 | .26 |
| Cost of Fuel per Mile Run....." | 6.11 | 5.77 |
| Cost for Engineers, Firemen and Wipers, per Mile Run....." | 6.48 | 6.55 |
| Average No. of Cars in Passenger Trains...No. | 5.13 | 5.08 |
| Average No. of Cars in Freight Trains....." | 17.68 | 17.77 |
| Average No. of Miles Run per Ton of Coal....." | 31.07 | 38 |
| New Engines built to replace old and worn out....." | 13 | 28 |
| New Fireboxes to replace old and worn out....." | 9 | 13 |
| New Steel Tire to replace old and worn out....." | 250 | 145 |
| New Cylinders to replace old and broken....." | 53 | 47 |
| New Driving Wheels....." | 131 | 29 |
| New Tender Frames....." | 28 | 34 |
| New Tanks....." | 9 | 7 |
| New Engine and Tender Trucks....." | 28 | 12 |
| New Steel Driving Axles....." | 98 | 78 |
| New Smoke Stacks....." | 100 | 169 |
| New Engine Cabs....." | 99 | 66 |
| New Pilots....." | 112 | 85 |
| New Crank Pins....." | 477 | 381 |
| New Steel Piston Rods....." | 138 | 77 |
| New Injectors....." | 16 | 25 |
| New Cross Heads....." | 36 | 38 |
| New Flues.....Sets | 40 | 35 |
| Flues reset....." | 265 | 238 |
| New Flue Sheets.....No. | 17 | 27 |
| New Air Brakes.....Sets | 45 | 53 |
| Engine Tires Turned....." | 265 | 271 |
| Engines thoroughly Repaired.....No. | 335 | 284 |
| Engines Painted and Varnished....." | 343 | 330 |
| Wheels and Axles used.....Pairs | 1,958 | 1,780 |

STATEMENT

SHOWING NUMBER OF CARS, SERVICE PERFORMED, ITEMS OF REPAIRS, AND A
COMPARISON WITH PREVIOUS YEAR.

| Cars. | Year Ending March 31, 1894. | Year Ending March 31, 1893. |
|--|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Sleeping Coaches | 47 | 47 |
| Passenger Coaches, all classes | 305 | 305 |
| Baggage, Mail and Express Cars | 81 | 78 |
| Railway Postal Cars | 11 | 14 |
| Dining Cars | 13 | 13 |
| Business and Paymasters | 5 | 5 |
| Total | 462 | 462 |
| In Freight Service— | | |
| Box Freight Cars | 10,335 | 10,530 |
| Live Stock Cars | 2,404 | 2,347 |
| Platform and Coal Cars | 2,714 | 2,759 |
| Drovers', Caboose and other Cars | 387 | 385 |
| Total | 15,840 | 16,021 |
| Gravel, Hand and other Cars used in Repairs of Roadway, Track and Bridges | 1,517 | 1,356 |
| Number of Miles Run by Cars in Passenger Service during the year | 34,075,229 | 33,586,478 |
| Number of Miles Run by Cars in Freight Service during the year | 177,699,686 | 167,867,785 |
| Number of Miles Run by Cars in Repairs and Con- struction Work | 3,679,151 | 4,707,548 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

| | | |
|---|--|-----|
| Rebuilt to Replace Worn Out or Destroyed Cars. | { Freight Cars (all kinds) | 338 |
| | { Sleeping Cars | 8 |
| Thoroughly Repaired. | { Passenger Coaches | 43 |
| | { Baggage, Mail and Express Cars | 31 |
| | { Sleeping Cars | 15 |
| Ordinary Repairs. | { Passenger Coaches | 84 |
| | { Dining Cars | 7 |
| | { Baggage, Mail and Express Cars | 14 |
| | { Sleeping Cars | 3 |
| New Upholstered. | { Passenger Coaches | 21 |
| | { Dining Cars | 8 |
| Repaired and Repainted. | { Drovers' and Caboose Cars | 181 |

STATEMENT OF PASSENGER BUSINESS

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY, FOR THE YEAR ENDING MARCH 31, 1893.

| Months. | Dining Car Earnings. | Excess Baggage. | Sleeping Car Earnings. | Whole Amount Passenger Earnings. | First Class Passengers. | Second Class and Emigrant Passengers. | Total Passengers. | Through Passengers. | Way Passengers. | Passengers East. | Passengers West. | Passengers carried One Mile. |
|---------------|----------------------|-----------------|------------------------|----------------------------------|-------------------------|---------------------------------------|-------------------|---------------------|-----------------|------------------|------------------|------------------------------|
| April, 1892. | \$ 5,137.40 | \$ 5,769.81 | \$ 4,467.80 | \$ 427,581.19 | 462,102 | 4,163 | 466,265 | 15,067 | 451,218 | 228,842 | 237,424 | 17,044,982 |
| May, " | 6,958.94 | 6,012.08 | 4,481.75 | 412,550.23 | 459,065 | 5,032 | 464,097 | 14,904 | 449,193 | 229,238 | 234,859 | 17,561,453 |
| June, " | 8,261.35 | 8,901.15 | 8,316.35 | 515,071.88 | 472,629 | 4,019 | 476,649 | 21,848 | 454,806 | 237,292 | 239,517 | 22,980,907 |
| July, " | 9,133.99 | 8,050.11 | 6,042.93 | 495,395.31 | 526,556 | 2,946 | 529,523 | 20,459 | 509,064 | 262,014 | 267,509 | 21,913,314 |
| Aug., " | 17,658.75 | 5,866.40 | 11,128.72 | 662,313.86 | 594,299 | 3,164 | 597,463 | 28,341 | 569,122 | 295,846 | 301,617 | 38,726,012 |
| Sept., " | 10,262.22 | 5,756.15 | 8,639.17 | 613,877.28 | 631,880 | 3,311 | 635,191 | 35,877 | 599,314 | 314,112 | 321,079 | 33,145,917 |
| Oct., " | 7,844.26 | 6,584.46 | 8,573.14 | 544,423.47 | 533,403 | 2,577 | 535,980 | 24,144 | 511,836 | 270,723 | 265,256 | 24,412,920 |
| Nov., " | 6,839.00 | 5,888.39 | 5,993.72 | 439,500.68 | 465,482 | 2,824 | 468,306 | 19,380 | 448,926 | 233,017 | 235,289 | 18,237,876 |
| Dec., " | 6,994.60 | 6,024.92 | 4,482.76 | 463,355.95 | 507,417 | 2,634 | 510,076 | 16,657 | 493,419 | 257,548 | 252,583 | 20,092,166 |
| Jan., 1893. | 5,984.97 | 7,115.46 | 8,883.62 | 398,892.08 | 444,622 | 2,059 | 446,681 | 14,187 | 432,494 | 224,429 | 222,232 | 15,951,274 |
| Feb., " | 6,099.17 | 4,920.88 | 904.11 | 379,589.84 | 406,579 | 2,208 | 408,787 | 13,157 | 395,630 | 201,844 | 206,943 | 15,365,437 |
| March, " | 7,728.61 | 5,006.65 | 5,023.39 | 490,594.13 | 481,926 | 3,365 | 485,291 | 19,015 | 466,215 | 237,656 | 247,575 | 19,442,872 |
| Totals. . . . | \$99,203.26 | \$75,306.46 | \$71,937.46 | \$5,843,145.90 | 5,985,063 | 38,308 | 6,024,272 | 242,632 | 5,781,339 | 2,992,558 | 3,031,714 | 264,874,980 |

| | | |
|--|----------|----------|
| Average rate per mile per passenger. | 1892-93. | 1891-92. |
| Average mileage per passenger. | 0.02113 | 0.02166 |
| | 40 | 40 |

STATEMENT

SHOWING COMPARATIVE FREIGHT MOVEMENT AND EARNINGS FOR THE YEAR
ENDING MARCH 31, 1894.

| | | |
|--|-----------------------|-------|
| Amount of Freight transported during the year ending | | |
| March 31, 1894..... | 14,113,158,924 | lbs. |
| Previous year..... | 14,958,573,749 | " |
| Decrease $5\frac{4}{100}$ per cent..... | 845,414,825 | " |
| Total paying Freight carried one mile..... | | |
| Previous year..... | 1,268,576,685 | tons. |
| Previous year..... | 1,264,387,796 | " |
| Increase $1\frac{3}{100}$ per cent..... | 24,188,889 | " |
| Average Rate per ton per mile..... | .01 | ct. |
| Previous year..... | .01 $\frac{6}{100}$ | cts. |
| Number of Loaded Cars moving East..... | 307,395 | |
| Number of Loaded Cars moving West..... | 248,666 | |
| Total number Loaded Cars..... | 556,061 | |
| Average Tonnage per Loaded Car..... | 12 $\frac{111}{1000}$ | tons. |
| Receipts from Freight, year ending March 31, 1894..... | \$12,852,978.71 | |
| Receipts from Freight, year ending March 31, 1893..... | 13,802,196.82 | |
| Decrease $3\frac{8}{100}$ per cent.... | \$ 449,217.61 | |
| Carried for Company's use..... | 2,086,292,493 | lbs. |
| Carried for Company's use one mile..... | 121,840,211 | tons. |
| Which, at average rate received, amounts to..... | \$ 1,218,402.11 | |
| For which no charge has been made. | | |

120268661
603433

STATEMENT **OF GROSS EARNINGS FOR THE YEAR ENDING MARCH 31, 1894.**

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|----------------|----------------|-----------------|----------------|-----------------|
| 1893. | April..... | \$ 432,904.96 | \$ 1,014,248.38 | \$ 96,508.99 | \$ 1,546,662.33 |
| | May..... | 531,660.79 | 1,046,074.18 | 219,038.79 | 1,796,773.76 |
| | June..... | 657,927.16 | 1,048,717.65 | 112,774.66 | 1,819,419.47 |
| | July..... | 585,671.13 | 962,897.27 | 97,543.01 | 1,645,551.41 |
| | August..... | 724,988.44 | 1,083,417.51 | 127,065.40 | 1,935,471.35 |
| | September..... | 900,540.12 | 1,249,800.96 | 100,638.55 | 2,250,979.58 |
| | October..... | 834,198.19 | 1,326,735.07 | 146,144.14 | 2,307,077.40 |
| | November..... | 413,216.75 | 1,123,662.80 | 104,732.30 | 1,641,611.85 |
| | December..... | 388,543.64 | 993,196.21 | 232,967.46 | 1,614,707.31 |
| | January..... | 358,612.44 | 930,646.21 | 147,529.53 | 1,436,788.18 |
| | February..... | 312,097.72 | 942,448.01 | 164,331.65 | 1,418,877.38 |
| | March..... | 396,306.66 | 1,131,695.06 | 93,252.40 | 1,625,154.12 |
| 1894. | Totals..... | \$6,538,568.00 | \$12,352,978.71 | \$1,647,526.88 | \$21,039,073.59 |

STATEMENT

OF DISBURSEMENTS FOR MAINTAINING AND OPERATING THE CHICAGO, ROCK
ISLAND & PACIFIC RAILWAY FOR THE YEAR
ENDING MARCH 31, 1893.

| | |
|---|------------------------|
| General Office Salaries..... | \$ 416,910.17 |
| Legal Expenses..... | 126,815.43 |
| Books, Printing and Stationery..... | 135,841.13✓ |
| Outside Agencies and Advertising..... | <u>697,763.24</u> |
| Agents and Station Service..... | 1,881,129.25 |
| Station Supplies..... | 185,846.12 |
| Telegraph Expenses..... | 277,170.09 |
| Water Supply..... | 158,835.23✓ |
| Repairs of Engines and Tenders..... | 775,742.67 |
| Engineers, Firemen and Wipers..... | 1,477,065.16 |
| Fuel for Locomotives..... | 1,392,578.22 |
| Oil, Tallow and Waste..... | 57,827.84 |
| Repairs of Passenger Cars..... | 466,608.56 |
| Passenger Train Service..... | 319,361.52 |
| Passenger Train Supplies..... | 76,135.97 |
| Passenger Car Mileage..... | 65,895.40 |
| Dining Car Expenses..... | 146,628.73 |
| Repairs of Freight Cars..... | 883,107.21 |
| Freight Train Service..... | 710,031.41 |
| Freight Train Supplies..... | 116,223.99 |
| Freight Car Mileage..... | <u>313,758.11</u> |
| Renewal of Rails..... | 118,850.34 |
| Renewal of Ties..... | 377,959.84 |
| Repairs of Roadway and Track..... | 1,832,147.69 |
| Repairs of Fences, Crossings and Signs..... | 64,609.25 |
| Repairs of Bridges, Culverts and Cattle Guards..... | <u>417,910.36</u> |
| Repairs of Buildings and Fixtures..... | 298,361.62 |
| Loss and Damage of Goods and Baggage..... | 54,274.28 |
| Injuries to Persons..... | 138,560.74 |
| Cattle Killed and Damage to Property..... | 44,803.43 |
| Contingent Account..... | 306,285.92 |
| Tax Account..... | 798,654.65 |
| Total..... | <u>\$15,083,688.57</u> |

CONDENSED BALANCE SHEET

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, APRIL 1, 1893.

CREDIT BALANCES.**LIABILITIES.**

| | | |
|---|-------------------------|-------------------------|
| Capital Stock fixed \$50,000,000; amount issued.. | \$46,155,800 00 | |
| Fractional Scrip outstanding, convertible into Stock | 200 00 | |
| | | \$46,156,000 00 |
| Six per cent. Mortgage Coupon Bonds..... | 4,680,000 00 | |
| Six per cent. Mortgage Registered Bonds..... | 7,820,000 00 | |
| | | 12,500,000 00 |
| Five per cent. Extension Coupon Bonds..... | 34,235,000 00 | |
| Five per cent. Extension Registered Bonds..... | 4,755,000 00 | |
| | | 38,990,000 00 |
| Five per cent. Debenture Coupon Bonds..... | 2,995,000 00 | |
| Five per cent. Debenture Registered Bonds..... | 5,000 00 | |
| | | 3,000,000 00 |
| Chicago & Southwestern Ry. Bonds, guaranteed..... | 5,000,000 00 | |
| Addition and Improvement Account | 8,213,000 00 | |
| Accounts Payable..... | 1,283,644 50 | ✓ |
| Profit Balance of Income Account..... | 1,020,998 44 | |
| | | <u>\$116,163,637 94</u> |

DEBIT BALANCES.**ASSETS.**

| | | |
|--|-------------------------|-----------|
| Cost of Road and Equipment, including all Branch Roads owned by the Company (Except So. Extension)..... | \$100,389,353 39 | 10 2 |
| Cost of Railroad Bridge at Rock Island..... | 758,526 10 | 8 |
| Cost of Southern Extension (Minco, I. T., to the Red River)... | 1,672,242 16 | 20.1 21.5 |
| Capital Stock and Bonds of connecting roads..... | 8,731,890 35 | |
| Loans and other Investments..... | 517,535 31 | |
| Advances made to the Chicago, Rock Island & Texas Ry. Co. as per agreement dated January 2, 1893..... | 308,984 69 | |
| C., R. I. & P. Ry. Co. Capital Stock on hand..... | 12,100 00 | |
| C., R. I. & P. Ry. Co. Six per cent. Mortgage Bonds on hand.. | 400,000 00 | |
| C., R. I. & P. Ry. Co. Five per cent. Extension and Collateral Bonds on hand..... | 469,000 00 | |
| Sinking Fund Account, First Mortgage Extension and Collateral Five per cent. Bonds purchased..... | 218,000 00 | |
| Stock of Material, Fuel, etc., on hand..... | 1,467,322 56 | |
| Accounts Receivable..... | 908,812 37 | ✓ |
| Cash and Loans (payable on demand)..... | 314,871 01 | |
| | <u>\$116,163,637 94</u> | |

ACCOUNT.

COMPANY FROM APRIL 1, 1893, TO MARCH 31, 1894.

| | | |
|----------|---|-----------------|
| 1893. | | |
| April 1. | By Balance from previous year..... | \$ 1,020,993.44 |
| 1894. | | |
| Mar. 31. | " Gross Earnings from April 1, 1893, to March 31, 1894 | 21,039,073.59 |
| Mar. 31. | " Receipts from Land Department..... | 40,000.00 |
| Mar. 31. | " Discount on \$42,000 5% Ext. and Col. Bonds, purchased for account of Sinking Fund..... | 3,038.00 |

\$22,103,105.03

| | | |
|----------|-----------------|----------------|
| 1894. | | |
| April 1. | By Balance..... | \$1,229,491.94 |

ANNUAL

**SHOWING THE NUMBER OF MEN EMPLOYED, SERVICE
YEAR ENDING**

| Service. | 1893. April. | May. | June. | July. |
|---|-----------------|--------------|--------------|--------------|
| General Offices..... | 388 | 382 | 385 | 385 |
| Engineers, Firemen and Wipers..... | 1,565 | 1,538 | 1,569 | 1,515 |
| Machinists..... | 716 | 757 | 732 | 708 |
| Boiler Makers..... | 138 | 150 | 134 | 113 |
| Blacksmiths..... | 162 | 184 | 162 | 145 |
| Car Builders and Repairers..... | 1,072 | 1,084 | 1,033 | 937 |
| Telegraph Repairers..... | 27 | 24 | 23 | 25 |
| Train Masters and Dispatchers..... | 73 | 76 | 74 | 79 |
| Conductors, Baggage-men and Brakemen..... | 1,383 | 1,393 | 1,389 | 1,406 |
| Agents and Station Service..... | 2,745 | 2,756 | 2,724 | 2,624 |
| Track Repairers..... | 3,091 | 3,446 | 3,413 | 3,145 |
| Tankmen..... | 118 | 114 | 111 | 119 |
| Carpenters and Bridge Builders..... | 317 | 390 | 444 | 402 |
| Extra Gangs and Construction Trains..... | 1,225 | 1,169 | 1,226 | 896 |
| Chicago Passenger Station..... | 62 | 66 | 70 | 80 |
| Dining Car Service..... | 83 | 96 | 105 | 91 |
| Division Superintendent's Offices..... | 41 | 38 | 37 | 37 |
| Supply Department, Labor..... | 153 | 167 | 158 | 144 |
| Engineering..... | 20 | 34 | 21 | 48 |
| | 13,374 | 13,864 | 13,810 | 12,899 |
| | \$698,511.13 | \$750,769.52 | \$735,341.50 | \$693,840.04 |

Total amount paid during the year.....\$7,913,323.80

Average number of men employed per month.....12,117

Average amount paid per month.....\$659,443.65

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL

MARCH 31, 1894.

| August. | September. | October. | November. | December. | 1894. January. | February. | March. |
|--------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| 391 | 390 | 390 | 389 | 391 | 395 | 395 | 398 |
| 1,497 | 1,517 | 1,629 | 1,594 | 1,527 | 1,467 | 1,445 | 1,502 |
| 646 | 630 | 668 | 677 | 690 | 698 | 684 | 684 |
| 107 | 108 | 118 | 134 | 150 | 149 | 137 | 184 |
| 127 | 126 | 131 | 136 | 130 | 132 | 128 | 130 |
| 856 | 833 | 856 | 921 | 985 | 1,060 | 1,020 | 1,063 |
| 32 | 30 | 29 | 26 | 23 | 25 | 24 | 23 |
| 74 | 75 | 80 | 79 | 78 | 73 | 74 | 72 |
| 1,390 | 1,408 | 1,520 | 1,434 | 1,376 | 1,274 | 1,253 | 1,311 |
| 2,469 | 2,536 | 2,611 | 2,620 | 2,596 | 2,468 | 2,423 | 2,455 |
| 3,063 | 2,915 | 2,989 | 2,771 | 1,845 | 1,721 | 1,861 | 1,990 |
| 110 | 115 | 124 | 118 | 113 | 113 | 116 | 112 |
| 379 | 337 | 460 | 345 | 297 | 311 | 204 | 311 |
| 759 | 653 | 658 | 659 | 295 | 268 | 271 | 234 |
| 66 | 71 | 74 | 66 | 67 | 67 | 66 | 64 |
| 86 | 79 | 78 | 60 | 57 | 56 | 57 | 56 |
| 37 | 37 | 38 | 37 | 38 | 38 | 37 | 37 |
| 141 | 133 | 132 | 132 | 139 | 142 | 134 | 137 |
| 29 | 15 | 17 | 16 | 17 | 14 | 14 | 14 |
| 12,279 | 12,008 | 12,602 | 12,214 | 10,814 | 10,471 | 10,343 | 10,727 |
| \$663,423.12 | \$655,339.53 | \$698,158.18 | \$662,915.57 | \$608,194.87 | \$587,223.58 | \$558,134.99 | \$601,471.77 |

STATEMENT

OF TONNAGE, IN POUNDS, CROSSING THE RAILWAY BRIDGE AT ROCK ISLAND
FOR THE YEAR ENDING MARCH 31, 1894.

| Months. | East. | West. | Totals. |
|------------------------|---------------|---------------|---------------|
| 1893. April | 162,898,236 | 144,825,278 | 307,663,514 |
| May | 207,664,694 | 159,675,639 | 367,340,333 |
| June | 233,572,272 | 133,430,332 | 367,002,604 |
| July | 222,190,548 | 97,603,511 | 319,794,059 |
| August | 255,814,240 | 110,790,765 | 366,605,005 |
| September | 310,889,831 | 140,815,345 | 451,705,226 |
| October | 302,321,672 | 166,234,861 | 468,556,533 |
| November | 230,015,162 | 157,780,370 | 387,795,532 |
| December | 286,432,869 | 122,283,612 | 408,716,481 |
| 1894. January | 247,019,442 | 111,316,978 | 358,336,420 |
| February | 226,821,820 | 116,737,040 | 343,558,860 |
| March | 241,072,835 | 128,772,198 | 369,845,033 |
| Totals | 2,926,653,671 | 1,590,265,929 | 4,516,919,600 |
| Totals last year | 2,520,466,774 | 1,838,509,923 | 4,358,976,697 |
| Increase | 406,186,897 | ..... | 157,942,903 |
| Decrease ..... | ..... | 248,243,994 | ..... |

STATEMENT

SHOWING NUMBER OF LOADED CARS CROSSING THE RAILWAY BRIDGE AT ROCK
ISLAND, FOR THE YEAR ENDING MARCH 31, 1894.

| Months. | East. | West. | Totals. |
|------------------------|---------|--------|---------|
| 1893. April | 6,316 | 7,592 | 13,908 |
| May | 7,810 | 7,835 | 15,645 |
| June | 8,764 | 7,662 | 16,426 |
| July | 8,982 | 5,888 | 14,870 |
| August | 9,351 | 6,042 | 15,393 |
| September | 11,084 | 7,876 | 18,960 |
| October | 10,013 | 8,491 | 18,504 |
| November | 6,909 | 4,408 | 11,317 |
| December | 9,237 | 6,247 | 15,484 |
| 1894. January | 10,614 | 5,450 | 16,064 |
| February | 7,829 | 4,362 | 12,191 |
| March | 9,540 | 5,974 | 15,514 |
| Totals | 106,449 | 77,827 | 184,276 |
| Totals last year | 95,291 | 91,544 | 186,835 |
| Increase | 11,158 | ..... | ..... |
| Decrease ..... | ..... | 13,717 | 2,559 |

STATEMENT

OF STATISTICS FOR YEAR ENDING MARCH 31, 1894.

| Commodities. | Total Quantities. | Total No. of Pounds. |
|---------------------------------|-------------------|-------------------------|
| Merchandise.....Lbs | 1,281,089,020 | 1,281,089,020 |
| Lumber, Lath and Shingles....." | 1,082,020,542 | 1,082,020,542 |
| Agricultural Implements....." | 105,506,075 | 105,506,075 |
| Vehicles....." | 52,555,460 | 52,555,460 |
| Machinery....." | 59,987,240 | 59,987,240 |
| Staves and Headings....." | 31,254,130 | 31,254,130 |
| Wool....." | 9,684,996 | 9,684,996 |
| Hides....." | 39,043,642 | 39,043,642 |
| Oil Cake....." | 3,248,396 | 3,248,396 |
| Butter....." | 11,047,499 | 11,047,499 |
| Cheese....." | 1,379,449 | 1,379,449 |
| Tea....." | 2,205,413 | 2,205,413 |
| Coffee....." | 19,493,466 | 19,493,466 |
| Lard and Tallow....." | 26,903,735 | 26,903,735 |
| Potatoes....." | 71,559,716 | 71,559,716 |
| Grass and Flaxseed....." | 49,867,143 | 49,867,143 |
| Broom Corn....." | 5,669,516 | 5,669,516 |
| Mill Stuff....." | 178,656,424 | 178,656,424 |
| Ore and Bullion....." | 101,032,548 | 101,032,548 |
| Lead....." | 32,596,542 | 32,596,542 |
| Tile....." | 59,973,024 | 59,973,024 |
| Soap....." | 6,719,917 | 6,719,917 |
| Canned Goods....." | 32,628,705 | 32,628,705 |
| Wire [Fence, etc.]....." | 42,774,178 | 42,774,178 |
| Dressed Meat....." | 123,730,904 | 123,730,904 |
| Dried Fruit....." | 21,746,455 | 21,746,455 |
| Green Fruit....." | 78,767,153 | 78,767,153 |
| White Lead....." | 2,384,750 | 2,384,750 |
| Furniture....." | 15,950,904 | 15,950,904 |
| Emigrant Movables.....Cars. | 4,128 | 82,551,011 |
| Milk.....Gals. | 1,543,333 | 12,346,665 |
| Wheat.....Bush. | 7,299,434 | 437,966,047 |
| Malt....." | 474,279 | 17,074,063 |
| Corn....." | 24,809,341 | 1,889,323,101 |
| Rye....." | 184,377 | 10,325,088 |
| Oats....." | 16,662,863 | 533,211,611 |
| Barley....." | 2,807,523 | 134,761,143 |
| Flour.....Bbls | 1,623,058 | 350,580,562 |
| Salt....." | 343,568 | 103,070,318 |
| Lime....." | 219,013 | 54,753,388 |
| Cement....." | 663,642 | 165,910,426 |
| Cured Meats....." | 289,625 | 98,472,397 |
| Oil....." | 223,181 | 198,808,719 |
| Syrup....." | 211,217 | 126,729,942 |
| Sugar....." | 307,070 | 99,797,792 |
| Whisky and High Wines....." | 36,435 | 13,663,149 |
| Ale and Beer....." | 161,519 | 53,301,357 |
| Eggs.....Cases. | 534,786 | 29,413,317 |
| Railroad Ties.....No. | 1,616,473 | 210,141,517 |
| Brick....." | 81,453,404 | 325,813,614 |
| Cattle....." | 781,697 | 781,697,081 |
| Hogs....." | 1,515,724 | 341,037,862 |
| Sheep....." | 517,355 | 43,975,150 |
| Horses....." | 36,770 | 40,446,418 |
| Ice.....Tons. | 32,708 | 65,416,639 |
| Coal [Soft]....." | 1,580,034 | 3,180,067,456 |
| Coal [Hard]....." | 132,441 | 264,882,506 |
| Coke....." | 14,105 | 28,210,751 |
| Iron [Pig and Railroad]....." | 101,749 | 203,498,087 |
| Iron [Manufactured]....." | 88,111 | 176,222,275 |
| Hay....." | 122,888 | 245,776,206 |
| Sand and Gravel....." | 140,979 | 281,953,896 |
| Stone....." | 231,264 | 462,527,432 |
| Total..... | | 14,113,158,924 |

SUMMARY.

| | Year Ending March 31, 1894. | Year Ending March 31, 1893. |
|--|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains | 6,601,512 | 6,933,399 |
| Number of Miles run by Freight Trains. | 10,898,552 | 10,661,686 |
| Number of Miles run by Switching Trains | 3,911,385 | 3,844,102 |
| Number of Miles run by Wood, Gravel and Construction Trains | 763,846 | 1,311,063 |
| Total number of Miles run..... | 22,174,795 | 22,800,255 |
| Number of Tons Freight carried one Mile..... | 1,288,576,685 | 1,264,387,796 |
| Number of Passengers carried one Mile..... | 329,360,986 | 264,874,960 |
| Earnings per Mile run by Freight Trains. | \$1.18 | \$1.25 |
| Earnings per Mile run by Passenger Trains..... | 1.11 | .95 |
| Expenses per Mile run, including Legal Expenses and Taxes..... | .68 | .66 |
| Percentage of Operating Expenses to Earnings..... | 71.14% | 71.76% |
| Percentage of Expenses to Earnings, less Taxes..... | 67.80% | 68.10% |
| Cost per Ton and per Passenger per Mile, assuming one Passenger equal to one Ton of Freight..... | 00.93% | 00.95% |
| Aggregate of Tons Freight and Passengers carried one Mile..... | 1,617,937,671 | 1,529,262,776 |
| Amount received per Ton per Mile..... | .01 | .01 |
| Amount received per Passenger per Mile..... | .01 | .01 |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .13 | .12 |
| Number of Passengers carried one Mile for each mile run by Passenger Trains | 50 | 38 |

PROPERTY OF
HARVEY FISK & SONS.
STATISTICAL DEPARTMENT.

NOT TO BE LOANED OR TAKEN FROM OFFICE

FIFTEENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1895.

Knight, Leonard & Co., Printers, Chicago.

FIFTEENTH ANNUAL REPORT
OF THE
DIRECTORS TO THE STOCKHOLDERS
OF THE
Chicago, Rock Island & Pacific
RAILWAY COMPANY

APRIL 1, 1895.

PROPERTY OF
HARVEY FILER & SONS,
STATISTICAL DEPARTMENT.
NOT TO BE LOANED OR ALTERED IN ANY MANNER.
DIRECTORS AND OFFICERS

OF THE

Chicago, Rock Island & Pacific Railway Co.

FOR 1895.

DIRECTORS.

| | | | |
|-----------------------------------|-----------|------------------------|--------------|
| R. P. FLOWER..... | New York. | ALEX. T. VAN NEST..... | New York. |
| BENJ. BREWSTER..... | New York. | H. H. PORTER..... | Chicago. |
| H. R. BISHOP..... | New York. | MARSHALL FIELD..... | Chicago. |
| HENRY M. FLAGLER..... | New York. | JOHN DE KOVEN..... | Chicago. |
| ALEXANDER E. ORR..... | New York. | W. G. PURDY..... | Chicago. |
| DAVID DOWS, JR..... | New York. | R. R. CABLE..... | Rock Island. |
| GEO. G. WRIGHT, Des Moines, Iowa. | | | |

GENERAL OFFICERS.

| | |
|---|--------------|
| R. R. CABLE, President..... | Chicago. |
| BENJ. BREWSTER, First Vice-President..... | New York. |
| W. G. PURDY, Second Vice-President, Treasurer and Secretary..... | Chicago. |
| W. H. TRUESDALE, Third Vice-President and General Manager..... | Chicago. |
| H. A. PARKER, Assistant to the President..... | Chicago. |
| GEO. T. BOGGS, Assistant Treasurer and Assistant Secretary..... | New York. |
| J. F. PHILLIPS, Assistant Treasurer and Assistant Secretary..... | Chicago. |
| C. F. JILSON, Assistant Treasurer..... | Topeka, Kan. |
| W. I. ALLEN, Assistant General Manager..... | Chicago. |
| W. M. SAGE, Traffic Manager..... | Chicago. |
| C. DUNLAP, General Superintendent..... | Chicago. |
| S. C. MATTHEWS, Auditor..... | Chicago. |
| JOHN SEBASTIAN, General Ticket and Passenger Agent..... | Chicago. |
| J. M. JOHNSON, General Freight Agent—Lines East of Missouri River..... | Chicago. |
| DANIEL ATWOOD, General Freight Agent—Lines West of Missouri River, Topeka, Kan. | |
| F. A. MARSH, Purchasing Agent..... | Chicago. |
| ROBERT MATHER, General Attorney..... | Chicago. |
| M. A. LOW, General Attorney..... | Topeka, Kan. |
| J. L. DREW, Land Commissioner..... | Davenport. |
| CORN EXCHANGE BANK, Register of Stock..... | New York. |

EXECUTIVE COMMITTEE.

| | | |
|---------------|-----------------|---------------|
| R. R. CABLE. | BENJ. BREWSTER. | H. R. BISHOP. |
| H. H. PORTER. | MARSHALL FIELD. | |

FIFTEENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

CHICAGO, ROCK ISLAND & PACIFIC

RAILWAY COMPANY.

The Board of Directors submit the following report for the year ending March 31, 1895:

| | |
|--|-----------------|
| Gross Earnings were..... | \$17,420,816.61 |
| Operating Expenses and Taxes..... | 12,682,261.21 |
| Net Earnings..... | \$ 4,738,555.40 |
| Add net cash receipts of land sold..... | 15,644.42 |
| “ Premium Minneapolis & St. Louis Ry. Bonds sold..... | 407,400.00 |
| “ Deferred Interest on Minneapolis & St. Louis Ry. Improve- ment and Equipment Bonds..... | 746,679.88 |
| Net Income..... | \$ 5,908,279.70 |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$ 3,318,525.00 |
| “ Rentals of Leased Lines..... | 694,599.66 |
| “ Rentals and Tolls Missouri River Bridges.... | 157,608.29 |
| “ Dividend on Capital Stock—3%..... | 1,884,674.00 |
| “ Premium on \$26,000—5% Ext. and Col. Bonds purchased for account of Sinking Fund un- der the Mortgage..... | 325.85 |
| | 5,555,732.80 |
| Surplus for the year..... | \$ 352,546.90 |

The Capital Stock and Bonded Debt of the Company is as follows:

| | |
|--|-----------------|
| Capital Stock issued..... | \$46,155,800.00 |
| Fractional Scrip convertible into Stock..... | 200.00 |
| Six per cent. Mortgage Bonds..... | 12,500,000.00 |
| ✓ Five per cent. Extension and Collateral Bonds... \$40,712,000.00 | |
| Less Bonds purchased for account Sinking Fund.. | 281,000.00 |
| | 40,431,000.00 |
| Five per cent. Thirty Year Debenture Bonds..... | 4,500,000.00 |
| ✓ Seven per cent. C. & S. W. Ry. Bonds Guaranteed..... | 5,000,000.00 |

Main Line and Branch Railroads owned, leased and operated by the Chicago, Rock Island & Pacific Railway Company, at the date of this report, are as follows:

LINES OWNED.

| | MILES. |
|---|------------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 499.62 ✓ |
| Davenport, Iowa, to Atchison, Kan..... | 341.84 ✓ |
| Edgerton Junc., Mo., to Leavenworth, Kan..... | 20.81 ✓ |
| Washington, Iowa, to Knoxville, Iowa.. | 79. ✓ |
| South Englewood, Ill., to South Chicago, Ill..... | 7.50 |
| Wilton, Iowa, to Muscatine, Iowa..... | 11.98 ✓ |
| Wilton, Iowa, to Lime Kiln, Iowa..... | 6.08 ✓ |
| Newton, Iowa, to Monroe, Iowa..... | 17. ✓ |
| Des Moines, Iowa, to Indianola and Winterset, Iowa..... | 47.07 ✓ |
| Menlo, Iowa, to Guthrie Center, Iowa | 14.58 ✓ |
| Atlantic, Iowa, to Audubon, Iowa..... | 24.54 ✓ |
| Atlantic, Iowa, to Griswold, Iowa..... | 14.71 ✓ |
| Avoca, Iowa, to Carson, Iowa..... | 17.61 ✓ |
| Avoca, Iowa, to Harlan, Iowa..... | 11.84 |
| Mt. Zion, Iowa, to Keosauqua, Iowa..... | 4.50 |
| Altamont, Mo., to St. Joseph, Mo..... | 49.66 ✓ |
| South St. Joseph, Mo., to Rushville, Mo..... | 14.70 ✓ |
| Kansas City, Mo., to Armourdale, Kan..... | 2.40 |
| South Omaha, Neb., to Jansen, Neb..... | 107.05 ✓ |
| Elwood, Kan., to Liberal, Kan..... | 439.54 |
| Herington, Kan., to Terral, Ind. Ter.... | 349.07 |
| Herington, Kan., to Salina, Kan..... | 49.30 |
| Horton, Kan., to Roswell, Colo..... | 568.65 ✓ |
| Fairbury, Neb., to Nelson, Neb.... | 51.53 |
| McFarland, Kan., to Belleville, Kan..... | 108.98 |
| Dodge City, Kan., to Bucklin, Kan..... | 26.64 |
| Total miles owned..... | 2,880.70 ✓ |

LINES LEASED.

| | |
|---|--------|
| Bureau, Ill., to Peoria, Ill..... | 46.70 |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.20 |
| Des Moines, Iowa, to Ft. Dodge and Ruthven, Iowa..... | 143.76 |
| Total miles leased..... | 352.66 |

TRACKAGE RIGHTS.

| | |
|---|------------|
| Over Hannibal & St. Joseph R. R.— | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 ✓ |
| Over Union Pacific Ry.— | |
| Council Bluffs, Iowa, to South Omaha, Neb..... | 7.02 ✓ |
| Kansas City, Mo., to North Topeka, Kan..... | 67.85 |
| Limon, Colo., to Denver, Colo..... | 89.78 |
| Over Denver & Rio Grande R. R.— | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 |
| Total trackage rights..... | 338.05 |
| Total miles of road over which trains are operated..... | 3,571.41 ✓ |

The road is located in different States, as follows :

| | | |
|----------|-------------------------|---|
| 236.07 | miles in Illinois. | ✓ |
| 1,068.67 | " " Iowa. | ✓ |
| 287.95 | " " Missouri. | |
| 1,124.30 | " " Kansas. | |
| 253.19 | " " Nebraska. | |
| 376.94 | " " Colorado. | |
| 106.89 | " " Indian Territory. | |
| 117.40 | " " Oklahoma Territory. | |
| 3,571.41 | miles. | |
| 200.94 | miles of second track. | |
| 10.59 | " " third track. | |
| 692.98 | " " side track. | |

Equal to 4,475.92 miles of single track.

Statement showing the details of Earnings and Percentage of Operating Expenses as compared with the previous fiscal year :

| Sources of Revenue. | Year Ending March 31, 1896. | Year Ending March 31, 1894. |
|-------------------------------------|--------------------------------|--------------------------------|
| Passenger Transportation..... | \$ 4,338,052.97 | \$ 6,538,568.00 |
| Freight " | 11,206,685.70 | 12,852,978.71 |
| Mail " | 499,248.20 | 457,186.16 |
| Express " | 400,875.00 | 330,930.35 |
| Rents, Interest, etc..... | 747,779.20 | 604,196.73 |
| Earnings from Car Mileage..... | 219,872.69 | 246,984.76 |
| " " Telegraph Lines..... | 8,302.85 | 8,228.88 |
| Total Gross Earnings..... | \$17,420,816.61 | \$21,039,073.59 |
| EXPENDITURES. | | |
| Operating Expenses..... | \$11,845,367.92 | \$14,137,267.46 |
| Taxes..... | 836,893.29 | 840,211.79 |
| Net Earnings..... | \$ 4,738,555.40 | \$6,061,594.34 |
| Percentage of Operating Expenses to | | |
| Gross Earnings..... | 68 | 67.100 |
| Same, including Taxes..... | 72.100 | 71.100 |

PASSENGER EARNINGS.—In comparison with previous year, Passenger Earnings show a decrease of \$2,200,515.03, or 33.100 per cent., which is made up of a decrease in earnings from connecting lines of \$344,925.53, or 33.100 per cent., and a decrease from business originating on our own line of \$1,855,589.50, or 33.100 per cent.

Total number of passengers carried decreased 1,157,314½, or 20.100 per cent.

The number of first class passengers carried decreased 1,146,-324½, or $19\frac{28}{100}$ per cent.

The number of second class and emigrant passengers carried decreased 10,990, or $35\frac{30}{100}$ per cent.

The number of passengers carried one mile decreased 136,-207,640, or $41\frac{36}{100}$ per cent.

The average distance traveled by each passenger during the year ending March 31st, 1894, was 57 miles, and during the past year 42 miles.

The number of through passengers (passengers delivered to or received from connecting lines) decreased 82,574½, or $30\frac{16}{100}$ per cent., and the number of way (local) passengers decreased 1,074,-740, or $19\frac{56}{100}$ per cent.

Of all the passengers carried, 2,320,043½, or $50\frac{31}{100}$ per cent., traveled West, and 2,291,083½, or $49\frac{99}{100}$ per cent., traveled East.

The rate per passenger per mile for the year ending March 31st, 1894, was $1\frac{9000}{10000}$ cents, and for the year ending March 31st, 1895, was $2\frac{1660}{10000}$ cents.

The passenger business at 39 stations shows an increase during the year of \$157,131.44, and at 498 stations a decrease of \$2,357,-646.47.

The number of passengers carried shows an increase during the year at 47 stations of 28,117½, and a decrease at 486 stations of 1,185,432.

FREIGHT EARNINGS.—Freight Earnings for the year decreased \$1,646,293.01, or $12\frac{81}{100}$ per cent.

The revenue from Through Freight (freight delivered to or received from connecting lines) decreased \$816,717.86, or $12\frac{2}{100}$ per cent., and the revenue from Local Freight decreased \$829,-575.15, or $13\frac{47}{100}$ per cent.

Of the entire Freight Earnings, $52\frac{45}{100}$ per cent. was from Through Freight, and $47\frac{45}{100}$ per cent. from Local Freight.

The movement of freight, as compared with the previous year, shows a decrease of 829,474 tons, or $11\frac{75}{100}$ per cent., while the rate per ton per mile has increased from 1 cent to $1\frac{7}{100}$ cents.

GROSS EARNINGS show a decrease of \$3,618,256.98, or $17\frac{86}{100}$ per cent.

NET EARNINGS show a decrease of \$1,323,038.94, or $21\frac{33}{100}$ per cent.

OPERATING EXPENSES show a decrease of \$2,291,899.54, or 16 $\frac{1}{100}$ per cent.

TAXES decreased \$3,318.50, or $\frac{3}{100}$ per cent.

Full details of the foregoing, as also statements of Assets and Liabilities, Income Account, and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Account for the year is as follows:

| | | |
|--|---------------------|--|
| Engineering and Contingent Expenses..... | \$ 5,923.79 | |
| Masonry, Bridges and Culverts..... | 97,699.00 | 5-37022 |
| New Depots, Shops, Engine Houses, Water Stations, etc..... | 46,084.49 | +03267 |
| Fencing | 9,257.28 | |
| Additional Third Track East of Rock Island..... | 5,207.05 | |
| Additional Side Tracks (3.16 miles)..... | 27,626.10 | |
| Change in Line, near Leavenworth, Kansas..... | 9,135.76 | |
| Reducing Grade and Change of Line..... | 5,142.46 | |
| Filling in Freight Yard at Rock Island..... | 4,298.69 | |
| Lowering Tracks at Moline..... | 2,500.54 | |
| New Equipment..... | 40,883.12 | |
| Track Elevation at Chicago..... | 189,567.08 | |
| Nebraska Extension..... | 11,824.43 | |
| Southern Extension..... | 20,015.95 | |
| | <u>\$424,665.69</u> | 5-37022 139,567.08 40,383.20 2-37320.37 |

MASONRY, BRIDGES AND CULVERTS.—The double track iron bridge over the slough at Rock Island, Ill., mentioned in our last report, has been completed during the year. Total cost, \$49,774.13.

In Iowa and Missouri, new stone abutments and piers have been placed under eighteen (18) bridges.

During the year pile and trestle bridges aggregating over 21,000 feet in length have been replaced by permanent work or filled with earth, at a cost of \$197,288.00, which amount has been charged to Operating Expenses.

NEW BUILDINGS.—New depots have been built at Udell, Iowa, and Round Pond and South Enid, Oklahoma.

A grain elevator at Indianola, Iowa.

Track scales have been placed at DuBois and South Bend, Neb., and Ramona, Kan.

Water Supply.—Pumping stations have been erected at West Liberty and Evans, Iowa, and Herington, Kan., while improvements to water supply have been made at Dwight, Montrose and

Lebanon, Kan., Bethune and Calhan, Colo., and Hennessy, Oklahoma.

Street gates have been erected at various crossings in Chicago and other points on the Illinois Division.

The Hall Block Signal System has been established between Englewood and South Englewood, Ill., and at Moline and Rock Island, Ill.

An interlocking plant has been placed at the crossing of the A., T. & S. F. R. R. at Peabody, Kan.

EQUIPMENT.—The passenger equipment has been improved by providing cars with air signals and gas lighting fixtures.

SIDE TRACKS.—Additional side tracks have been constructed on the various divisions of the road, aggregating 3.16 miles.

TRACK ELEVATION.—Under an ordinance passed by the City Council of Chicago, July 9th, 1894, this Company was required to elevate its tracks between Sixteenth and Seventy-second Streets, the work to be completed by August 1st, 1899. The expense for that portion of the work between Sixteenth Street and Englewood (Sixty-first Street) will be borne equally by this Company and the L. S. & M. S. Ry. Co.

Work was commenced August 15th, 1894, and at the close of that year had been completed from Sixteenth Street to south of Twenty-third Street, at a cost to this Company of \$139,567.03. This amount includes \$50,000.00 paid to the City of Chicago as a contribution toward the liabilities for land or business damages which may be incurred by reason of the elevation of the tracks, which liabilities, by the ordinance, the City of Chicago assumes. Work was discontinued during the winter, but was resumed again in April, and is progressing satisfactorily. It is contemplated to build about two (2) miles this year. The total length of the elevated track, when completed, will be about seven (7) miles. By this improvement trains will be enabled to make better time through the city, and avoid grade crossings, which, in the past, have imposed large expense in their maintenance, as well as in the way of damages for injuries to persons and property.

THE CHICAGO, ROCK ISLAND & TEXAS RAILWAY.

The above road, mention of which was made in our last report, has proved a very valuable addition to this Company's system. Making connection at Fort Worth, Texas, with the various systems centering at that point, opens up a territory which heretofore has never furnished this Company any business. The road, in addition to paying its operating expenses, has earned and paid interest on entire cost of construction, and served as a feeder to this Company's lines for a large amount of business.

To the officers and employés of the Company, who have so successfully contributed toward maintaining the road in its present efficient condition, the thanks of the Board of Directors are extended.

All of which is respectfully submitted.

R. R. Cable
President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
DAVENPORT, MAY 1, 1895.

R. R. CABLE, Esq., *President.*

SIR:—I respectfully submit the report of the Land Grant business of this office for the fiscal year ending March 31, 1895:

The sales by warranty have amounted to $377\frac{51}{100}$ acres, for a consideration of \$6,071.55.

Quit claims have been issued for $214\frac{24}{100}$ acres, for which \$251.25 were received.

Taxes were paid on lands and town lots unsold January 1, 1895, to the amount of \$575.32.

Remittances have been made to the Treasurer from the net receipts of this office on account of Land Grant to the amount of \$15,576.92.

The unsold lands now amount to $1,247\frac{17}{100}$ acres, excluding all tracts of doubtful title, and the acreage subdivided into town lots.

J. L. DREW,
Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK, AND COMPARISON
WITH PREVIOUS YEAR.

| | Year Ending March 31, 1895. | Year Ending March 31, 1894. |
|---------------------------------------|--------------------------------|--------------------------------|
| Cross Ties used.....No. | 813,339 | 696,476 |
| " cost.....\$ | 847,655.58 | 298,782.42 |
| Steel Rails laid.....Gross Tons | 9,815 | 8,011 |
| " cost.....\$ | 232,505.80 | 234,523.67 |
| Railroad Spikes used.....Lbs. | 856,600 | 1,226,400 |
| " cost.....\$ | 14,149.86 | 23,592.44 |
| Joint Splices used.....Lbs. | 1,164,253 | 1,227,300 |
| " cost.....\$ | 14,741.26 | 19,812.99 |
| Bolts, Nuts and Fastenings.....\$ | 13,451.12 | 17,203.42 |
| Track relaid with New Steel.....Miles | 74.94 | 64.18 |
| " " " " Ties....." | 280.48 | 242.00 |
| Wire Fencing.....\$ | 3,380.73 | 6,598.91 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICE PERFORMED AND LEADING ITEMS
OF REPAIRS, IN COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1895. | Year Ending March 31, 1894. |
|--|--------------------------------|--------------------------------|
| Locomotives.....No. | 564 | 564 |
| Miles Run during year..... | 18,461,128 | 22,174,795 |
| Average Miles Run per Engine..... | 32,732 | 39,317 |
| Cords of Wood consumed by Locomotives..... | 15,526 | 17,613 |
| Tons of Coal consumed by Locomotives..... | 571,821 | 780,561 |
| Total Cost of Fuel consumed by Locomotives \$ | 1,181,334.66 | 1,420,509.86 |
| Total Cost of Repairs of Locomotives.....\$ | 550,105.42 | 727,241.13 |
| Cost of Repairs per Mile Run.....cts. | 2.98 | 3.28 |
| Cost of Oil, Tallow and Waste per Mile Run..... | .21 | .26 |
| Cost of Fuel per Mile Run..... | 6.40 | 6.41 |
| Cost of Engineers, Firemen and Wipers per Mile Run..... | 6.74 | 6.58 |
| Average No. of Cars in Passenger Trains..No. | 4.98 | 5.27 |
| Average No. of Cars in Freight Trains.... | 18.66 | 17.90 |
| Average No. of Miles Run per Ton of Coal..... | 31.43 | 29.64 |
| New Engines built to replace old and worn out..... | 5 | 10 |
| New Fire Boxes to replace old and worn out..... | 16 | 14 |
| New Steel Tire to replace old and worn out..... | 274 | 364 |
| New Cylinders to replace old and broken..... | 54 | 66 |
| New Driving Wheels..... | 69 | 161 |
| New Tender Frames..... | 35 | 66 |
| New Tanks..... | 3 | 10 |
| New Engine and Tender Trucks..... | 19 | 47 |
| New Steel Driving Axles..... | 34 | 110 |
| New Smoke Stacks..... | 88 | 135 |
| New Engine Cabs..... | 40 | 76 |
| New Pilots..... | 67 | 130 |
| New Crank Pins..... | 396 | 506 |
| New Steel Piston Rods..... | 188 | 180 |
| New Injectors..... | 14 | 22 |
| New Cross Heads..... | 41 | 11 |
| New Flues.....Sets. | 44 | 49 |
| Flues reset..... | 228 | 322 |
| New Flue Sheets.....No. | 43 | 37 |
| New Air Brakes.....Sets. | 16 | 35 |
| Engine Tires Turned..... | 207 | 233 |
| Engines thoroughly Repaired.....No. | 287 | 333 |
| Engines Painted and Varnished..... | 441 | 379 |
| Wheels and Axles used.....Pairs. | 2,193 | 2,310 |

STATEMENT

SHOWING NUMBER OF CARS, SERVICE PERFORMED, ITEMS OF REPAIRS, AND A
COMPARISON WITH PREVIOUS YEAR.

| Cars. | Year Ending March 31, 1895. | Year Ending March 31, 1894. |
|---|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Sleeping Coaches..... | 47 | 47 |
| Passenger Coaches, all classes..... | 305 | 305 |
| Baggage, Mail and Express Cars..... | 81 | 81 |
| Railway Postal Cars..... | 11 | 11 |
| Dining Cars..... | 12 | 13 |
| Business and Paymasters'..... | 6 | 5 |
| Total..... | 462 | 462 |
| In Freight Service— | | |
| Box Freight Cars..... | 10,357 | 10,335 |
| Live Stock Cars..... | 2,399 | 2,404 |
| Platform and Coal Cars..... | 2,765 | 2,714 |
| Drovers', Caboose and other Cars..... | 367 | 387 |
| Total..... | 15,888 | 15,840 |
| Gravel, Hand and other Cars used in Repairs of Roadway, Track and Bridges..... | 1,481 | 1,517 |
| Number of Miles Run by Cars in Passenger Service during the year..... | 27,257,383 | 34,075,229 |
| Number of Miles Run by Cars in Freight Service during the year..... | 165,843,901 | 177,699,686 |
| Number of Miles Run by Cars in Repairs and Con- struction Work..... | 3,045,026 | 3,679,151 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

| | | |
|---|---------------------------------------|-----|
| Rebuilt to Replace Worn Out or Destroyed Cars. | { Freight Cars (all kinds)..... | 79 |
| Thoroughly Repaired. | { Sleeping Cars..... | 15 |
| | { Passenger Coaches..... | 62 |
| | { Baggage, Mail and Express Cars..... | 27 |
| Ordinary Repairs. | { Sleeping Cars..... | 22 |
| | { Passenger Coaches..... | 127 |
| | { Dining Cars..... | 5 |
| | { Baggage, Mail and Express Cars..... | 27 |
| New Upholstered. | { Sleeping Cars..... | 2 |
| | { Passenger Coaches..... | 27 |
| | { Dining Cars..... | 1 |
| Repaired and Repainted. | { Drovers' and Caboose Cars..... | 65 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

CONTINUED.

| | |
|--|--------|
| Freight Cars—Furnished with New Roofs..... | 178 |
| “ “ “ “Furnished with New Floors..... | 267 |
| “ “ “ “Repainted | 1,353 |
| “ “ “ “Roofs Repainted..... | 1,018 |
| “ “ “ “Automatic Couplers Applied..... | 648 |
| Number of Wheels used in Repairs..... | 4,066 |
| Number of Axles used in Repairs..... | 257 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year..... | 92,621 |

STATEMENT

SHOWING COMPARATIVE PASSENGER MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1895. | Year Ending March 31, 1894. |
|--|---|---|
| Number of Passengers carried during the year | 4,611,127 | 5,768,441½ |
| “ “ “ “First Class..... | 4,590,981½ | 5,737,306 |
| “ “ “ “Second Class and Emgt. | 20,145½ | 31,135½ |
| “ “ “ “Through..... | 191,243½ | 273,818 |
| “ “ “ “Way..... | 4,419,883½ | 5,494,623½ |
| “ “ “ “Moving East..... | 2,291,083½ | 2,858,823½ |
| “ “ “ “Moving West..... | 2,320,043½ | 2,909,618 |
| “ “ “ “Carried One Mile..... | 193,153,346 | 329,360,986 |
| Equivalent to carrying each Passenger..... | 42 Miles | 57 Miles |
| Average Rate per Passenger per mile..... | \$.02 ¹⁵⁰ / ₁₀₀₀ | \$.01 ¹⁰⁰ / ₁₀₀₀ |
| Earnings of Sleeping Cars for year..... | 55,642.81 | 92,902.54 |
| Earnings of Dining Cars for year..... | 58,595.16 | 114,879.94 |
| Earnings from Excess Baggage for year..... | 70,216.01 | 71,475.94 |
| Earnings from Transportation of Passengers.. | 4,153,598.99 | 6,259,309.58 |
| Total Passenger Earnings..... | 4,338,052.97 | 6,538,568.00 |
| Average for each Passenger carried..... | \$.94 | \$ 1.13 |

Decrease in Number of Passengers carried.....1,157,314½ or 20 ⁹⁵/₁₀₀ per cent.
 Decrease in Movement of Passengers one mile.136,207,640 “ 41 ¹¹/₁₀₀ “
 Decrease in Passenger Earnings.....\$2,200,515.03 “ 38 ⁵⁵/₁₀₀ “

STATEMENT OF PASSENGER BUSINESS

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY, FOR THE YEAR ENDING MARCH 31, 1895.

| Months. | Dining Car Earnings. | Excess Baggage. | Sleeping Car Earnings. | Whole Amount Passenger Earnings. | First Class Passengers. | Second Class and Emigrant Passengers. | Total Passengers. | Through Passengers. | Way Passengers. | Passengers East. | Passengers West. | Passengers Carried One Mile. |
|--------------|----------------------|-----------------|------------------------|----------------------------------|-------------------------|---------------------------------------|-------------------|---------------------|-----------------|------------------|------------------|------------------------------|
| April, 1894. | \$ 6,687.40 | \$ 5,430.24 | \$ 5,218.10 | \$ 366,157.69 | 378,697 | 1,985½ | 380,622½ | 15,125½ | 965,497 | 189,178 | 191,444½ | 16,228,761 |
| May " | 5,889.10 | 5,684.54 | 5,545.87 | 359,730.35 | 393,276 | 1,865½ | 395,171½ | 14,932½ | 380,189 | 198,712 | 196,459½ | 15,886,040 |
| June " | 6,476.10 | 8,034.91 | 5,888.37 | 385,515.29 | 383,604½ | 1,638½ | 385,335 | 18,224 | 367,111 | 191,319 | 194,016 | 17,444,180 |
| July " | 3,126.23 | 6,153.54 | 1,842.06 | 280,259.42 | 271,351 | 918 | 273,269 | 16,504½ | 255,764½ | 137,101½ | 135,167½ | 12,613,698 |
| Aug., " | 5,370.68 | 5,490.35 | 7,043.27 | 414,393.16 | 397,683 | 1,729 | 399,362 | 15,572 | 388,790 | 200,666 | 198,696 | 18,862,579 |
| Sept., " | 6,114.95 | 5,771.67 | 7,559.03 | 467,180.63 | 475,580½ | 1,807½ | 477,394 | 21,805 | 455,589 | 231,130½ | 246,263½ | 21,306,905 |
| Oct., " | 5,249.37 | 6,973.23 | 6,990.16 | 440,937.05 | 421,717½ | 2,270½ | 423,988 | 20,026 | 403,962 | 206,764 | 217,224 | 19,916,903 |
| Nov., " | 5,028.78 | 5,553.76 | 3,565.40 | 343,075.38 | 384,390 | 1,779½ | 386,169½ | 15,295 | 370,874½ | 193,605 | 192,564½ | 15,085,561 |
| Dec., " | 4,098.17 | 5,860.67 | 4,159.50 | 365,279.37 | 399,447 | 1,795 | 401,242 | 14,945 | 386,297 | 198,652 | 202,590 | 16,252,196 |
| Jan., 1895. | 3,920.38 | 6,677.32 | 2,997.04 | 317,668.86 | 371,115½ | 1,303½ | 373,419 | 13,835½ | 358,583½ | 185,886 | 186,593 | 13,767,822 |
| Feb., " | 3,011.88 | 4,272.50 | 1,285.66 | 265,426.92 | 329,967½ | 1,287 | 331,254½ | 10,708 | 320,546½ | 164,448½ | 166,806 | 11,873,500 |
| March, " | 3,623.12 | 4,333.28 | 3,547.35 | 392,528.85 | 384,164 | 1,796 | 385,900 | 14,220½ | 371,679½ | 198,621 | 192,279 | 13,915,901 |
| Totals . . . | \$58,595.16 | \$ 70,216.01 | \$ 55,642.81 | \$4,388,052.97 | 4,590,981½ | 20,145½ | 4,611,127 | 191,243½ | 4,419,883½ | 2,291,083½ | 2,320,043½ | 193,153,346 |

| | | |
|---|--|--|
| Average rate per mile per passenger | 1894 95. | 1893-94. |
| Average mileage per passenger | .02,100 ⁰⁰ / ₁₀₀ | .01,800 ⁰⁰ / ₁₀₀ |
| | 42 | 57 |

STATEMENT

SHOWING COMPARATIVE FREIGHT MOVEMENT AND EARNINGS FOR THE YEAR
ENDING MARCH 31, 1895.

| | | |
|--|--------------------|-------|
| Amount of Freight transported during the year ending | | |
| March 31, 1895..... | 12,454,210,312 | lbs. |
| Previous year..... | 14,113,158,924 | " |
| Decrease $11\frac{7}{100}$ per cent..... | 1,658,948,612 | " |
| Total paying Freight carried one mile..... | | |
| 1,071,763,263 | tons. | |
| Previous year..... | 1,288,576,685 | " |
| Decrease $16\frac{8}{100}$ per cent..... | 216,813,422 | " |
| Average Rate per ton per mile..... | | |
| .01 | $\frac{17}{100}$ | cts. |
| Previous year..... | .01 | ct. |
| Number of Loaded Cars moving East..... | | |
| 249,049 | | |
| Number of Loaded Cars moving West..... | | |
| 225,625 | | |
| Total number Loaded Cars..... | | |
| 474,674 | | |
| Average Tonnage per Loaded Car..... | | |
| 13 | $\frac{227}{1000}$ | tons. |
| Receipts from Freight, year ending March 31, 1895..... | | |
| \$11,206,685.70 | | |
| Receipts from Freight, year ending March 31, 1894..... | | |
| 12,852,978.71 | | |
| Decrease $12\frac{81}{100}$ per cent..... | \$ 1,646,293.01 | |
| Carried for Company's use..... | | |
| 1,844,086,514 | lbs. | |
| Carried for Company's use one mile..... | | |
| 114,123,050 | tons. | |
| Which, at average rate received, amounts to..... | | |
| \$ 1,198,292.03 | | |
| For which no charge has been made. | | |

STATEMENT

OF GROSS EARNINGS FOR THE YEAR ENDING MARCH 31, 1895.

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|-----------------|----------------|-----------------|----------------|-----------------|
| 1894. | April | \$ 366,157.69 | \$ 963,909.01 | \$ 105,754.16 | \$ 1,435,820.86 |
| | May | 359,730.35 | 991,738.31 | 106,704.03 | 1,458,172.69 |
| | June | 385,515.29 | 843,608.87 | 174,032.09 | 1,403,176.25 |
| | July | 280,259.42 | 763,313.81 | 155,961.74 | 1,199,534.97 |
| | August | 414,393.16 | 1,120,850.66 | 216,180.34 | 1,751,424.16 |
| | September | 467,180.63 | 1,061,418.87 | 231,528.60 | 1,760,128.10 |
| | October | 440,837.05 | 1,228,417.07 | 104,580.58 | 1,773,834.70 |
| | November | 343,075.38 | 1,042,043.81 | 115,015.91 | 1,500,135.10 |
| | December | 365,279.37 | 802,428.64 | 231,347.80 | 1,399,055.81 |
| | January | 317,668.86 | 774,183.72 | 131,367.58 | 1,223,220.16 |
| | February | 265,426.92 | 774,061.98 | 145,952.31 | 1,185,441.21 |
| | March | 332,528.85 | 840,710.95 | 157,632.80 | 1,330,872.60 |
| | Totals | \$4,338,052.97 | \$11,206,685.70 | \$1,876,077.94 | \$17,420,816.61 |
| 1895. | | | | | |
| | | | | | |

STATEMENT

OF DISBURSEMENTS FOR MAINTAINING AND OPERATING THE CHICAGO, ROCK
ISLAND & PACIFIC RAILWAY FOR THE YEAR
ENDING MARCH 31, 1895.

| | |
|---|-----------------|
| General Office Salaries..... | \$ 412,281.16 |
| Legal Expenses..... | 125,296.82 |
| Books, Printing and Stationery..... | 111,626.68 |
| Outside Agencies and Advertising..... | 452,213.82 |
| Agents and Station Service..... | 1,784,083.03 |
| Station Supplies..... | 185,423.20 |
| Telegraph Expenses..... | 246,967.37 |
| Water Supply..... | 149,480.63 |
| Repairs of Engines and Tenders..... | 550,105.42 |
| Engineers, Firemen and Wipers..... | 1,243,471.69 |
| Fuel for Locomotives..... | 1,181,334.66 |
| Oil, Tallow and Waste..... | 38,760.63 |
| Repairs of Passenger Cars..... | 266,656.29 |
| Repairs of Sleeping Cars..... | 48,917.23 |
| Repairs of Tourist Cars..... | 1,846.22 |
| Passenger Train Service..... | 277,957.30 |
| Passenger Train Supplies..... | 63,316.08 |
| Passenger Car Mileage..... | 46,638.92 |
| Dining Car Expenses..... | 70,703.01 |
| Repairs of Freight Cars..... | 400,582.20 |
| Freight Train Service..... | 658,963.74 |
| Freight Train Supplies..... | 82,932.40 |
| Freight Car Mileage..... | 389,036.07 |
| Renewal of Rails..... | 121,334.85 |
| Renewal of Ties..... | 366,958.66 |
| Repairs of Roadway and Track..... | 1,294,066.49 |
| Repairs of Fences, Crossings and Signs..... | 64,478.43 |
| Repairs of Bridges, Culverts and Cattle Guards..... | 446,769.74 |
| Repairs of Buildings and Fixtures..... | 204,716.58 |
| Loss and Damage of Goods and Baggage..... | 48,797.03 |
| Injuries to Persons..... | 189,333.72 |
| Cattle Killed and Damage to Property..... | 49,234.72 |
| Contingent Account..... | 321,083.63 |
| Tax Account..... | 836,893.29 |
| Total..... | \$12,682,261.21 |

CONDENSED BALANCE SHEET

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, APRIL 1, 1895.

CREDIT BALANCES.**LIABILITIES.**

| | |
|--|--------------------------------|
| Capital Stock fixed \$50,000,000; amount issued. \$46,155,800.00 | |
| Fractional Scrip outstanding, convertible into Stock | 200.00 |
| | <u>\$46,156,000.00</u> |
| Six per cent. Mortgage Coupon Bonds | 4,655,000.00 |
| Six per cent. Mortgage Registered Bonds | 7,845,000.00 |
| | <u>12,500,000.00</u> |
| ✓ Five per cent. Extension Coupon Bonds | 35,467,000.00 |
| Five per cent. Extension Registered Bonds | 5,245,000.00 |
| | <u>40,712,000.00</u> |
| Five per cent. Debenture Coupon Bonds | 4,455,000.00 |
| Five per cent. Debenture Registered Bonds | 45,000.00 |
| | <u>4,500,000.00</u> |
| Chicago & Southwestern Ry. Bonds, guaranteed | 5,000,000.00 |
| Addition and Improvement Account | 8,213,000.00 |
| Accounts Payable | 617,529.16 |
| Profit Balance to Income Account | 1,582,038.84 |
| | <u><u>\$119,280,568.00</u></u> |

DEBIT BALANCES.**ASSETS.**

| | |
|---|--------------------------------|
| Cost of Road and Equipment, including all Branch Roads owned by the Company | \$103,380,434.32 |
| Cost of Track Elevation at Chicago | 139,567.03 |
| Cost of Railroad Bridge at Rock Island | 815,896.32 |
| Capital Stock and Bonds of Connecting Roads | 6,109,487.05 |
| Loans and other Investments | 565,432.21 |
| Advances made to the Chicago, Rock Island & Texas Ry. Co. as per agreement dated January 2, 1893 | 1,956,961.43 |
| C., R. I. & P. Ry. Co., Capital Stock on hand | 12,100.00 |
| C., R. I. & P. Ry. Co., Six per cent. Mortgage Bonds on hand, | 400,000.00 |
| Sinking Fund Account, First Mortgage Extension and Collat- eral Five per cent. Bonds purchased | 281,000.00 |
| Stock of Material, Fuel, etc., on hand | 991,368.72 |
| Due from Post Office Department | 834.94 |
| Accounts Receivable | 761,835.37 |
| Cash and Cash Assets | 3,865,650.61 |
| | <u><u>\$119,280,568.00</u></u> |

ACCOUNT.

COMPANY FROM APRIL 1, 1894, TO MARCH 31, 1895.

| | | |
|----------|--|-----------------|
| 1894. | | |
| April 1. | By Balance from previous year..... | \$ 1,229,491.94 |
| 1895. | | |
| Mar. 31. | " Gross Earnings from April 1, 1894, to March 31, 1895..... | 17,420,816.61 |
| Mar. 31. | " Receipts from Land Department | 15,644.42 |
| Mar. 31. | " Premium on Minneapolis & St. Louis Ry. Bonds sold | 407,400.00 |
| Mar. 31. | " Deferred Interest on Minneapolis & St. Louis Ry. Improvement and Equipment Bonds..... | 746,679.88 |

\$19,820,032.85

| | |
|----------|--------------------------------|
| 1895. | |
| April 1. | By Balance.....\$ 1,582,038.84 |

ANNUAL

SHOWING THE NUMBER OF MEN EMPLOYED, SERVICE
YEAR ENDING

| Service. | 1894. April. | May. | June. | July. |
|---|-----------------|--------------|--------------|--------------|
| General Offices..... | 397 | 394 | 384 | 377 |
| Engineers, Firemen and Wipers..... | 1,415 | 1,446 | 1,396 | 1,202 |
| Machinists..... | 700 | 671 | 639 | 606 |
| Boiler Makers..... | 131 | 133 | 114 | 83 |
| Blacksmiths..... | 129 | 127 | 113 | 109 |
| Car Builders and Repairers..... | 1,081 | 1,071 | 1,043 | 745 |
| Telegraph Repairers..... | 23 | 23 | 23 | 22 |
| Train Masters and Dispatchers..... | 69 | 74 | 72 | 74 |
| Conductors, Baggage-men and Brakemen..... | 1,251 | 1,261 | 1,232 | 1,178 |
| Agents and Station Service..... | 2,424 | 2,505 | 2,442 | 2,307 |
| Track Repairers..... | 2,714 | 3,030 | 2,970 | 2,770 |
| Tankmen..... | 107 | 121 | 107 | 86 |
| Carpenters and Bridge Builders..... | 310 | 335 | 344 | 305 |
| Extra Gangs and Construction Trains..... | 378 | 462 | 511 | 405 |
| Chicago Passenger Station..... | 69 | 67 | 62 | 60 |
| Dining Car Service..... | 53 | 47 | 49 | 50 |
| Division Superintendent's Offices..... | 37 | 37 | 43 | 38 |
| Supply Department Labor..... | 132 | 128 | 113 | 101 |
| Engineering..... | 15 | 15 | 14 | 13 |
| | 11,435 | 11,947 | 11,671 | 10,531 |
| | \$618,433.50 | \$662,155.25 | \$615,261.23 | \$499,624.08 |

Total amount paid during the year.....\$6,768,814.54
Average number of men employed per month..... 10,501
Average amount paid per month..... \$564,067.88

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL

[MARCH 31, 1895.

| August. | September. | October. | November. | December. | 1895. January. | February. | March. |
|-----------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| 383 | 383 | 377 | 368 | 368 | 365 | 359 | 362 |
| 1,368 | 1,350 | 1,397 | 1,330 | 1,270 | 1,125 | 1,202 | 1,151 |
| 616 | 631 | 626 | 605 | 609 | 672 | 583 | 681 |
| 93 | 103 | 102 | 107 | 102 | 95 | 96 | 100 |
| 99 | 97 | 93 | 95 | 95 | 90 | 89 | 91 |
| 929 | 898 | 906 | 894 | 860 | 773 | 747 | 753 |
| 20 | 24 | 26 | 21 | 23 | 22 | 22 | 22 |
| 74 | 77 | 78 | 67 | 65 | 61 | 58 | 58 |
| 1,221 | 1,253 | 1,816 | 1,262 | 1,123 | 1,092 | 1,088 | 1,103 |
| 2,368 | 2,441 | 2,448 | 2,426 | 2,373 | 2,227 | 2,229 | 2,255 |
| 2,882 | 2,919 | 2,825 | 2,376 | 1,773 | 1,640 | 1,647 | 1,831 |
| 106 | 120 | 123 | 126 | 118 | 113 | 114 | 108 |
| 311 | 301 | 293 | 212 | 186 | 202 | 185 | 214 |
| 468 | 377 | 403 | 350 | 208 | 129 | 90 | 125 |
| 61 | 61 | 62 | 61 | 61 | 60 | 61 | 61 |
| 42 | 47 | 46 | 46 | 45 | 34 | 41 | 44 |
| 37 | 36 | 36 | 26 | 32 | 36 | 35 | 43 |
| 123 | 117 | 117 | 115 | 125 | 121 | 111 | 98 |
| 9 | 10 | 10 | 7 | 15 | 14 | 12 | 15 |
| 11,205 | 11,245 | 11,279 | 10,494 | 9,451 | 8,871 | 8,769 | 9,115 |
| 21,851.73 | \$602,788.17 | \$613,749.17 | \$571,025.61 | \$511,703.99 | \$489,150.34 | \$469,250.81 | \$498,820.66 |

STATEMENT

OF TONNAGE, IN POUNDS, CROSSING THE RAILWAY BRIDGE AT ROCK ISLAND
FOR THE YEAR ENDING MARCH 31, 1895.

| Months. | East. | West. | Totals. |
|------------------------|---------------|---------------|---------------|
| 1894. April | 223,002,784 | 118,413,911 | 341,416,695 |
| May | 212,673,367 | 163,348,348 | 376,021,715 |
| June | 168,426,339 | 95,920,332 | 264,346,671 |
| July | 137,943,897 | 70,980,595 | 208,924,492 |
| August | 168,110,594 | 115,928,690 | 284,039,284 |
| September | 168,998,320 | 125,220,328 | 294,218,648 |
| October | 177,701,721 | 151,468,760 | 329,170,481 |
| November | 162,295,838 | 134,803,076 | 297,098,914 |
| December | 143,970,018 | 101,840,055 | 245,810,073 |
| 1895. January | 135,142,216 | 104,823,331 | 239,965,547 |
| February | 124,007,271 | 111,966,498 | 235,973,769 |
| March | 137,035,022 | 108,320,619 | 245,355,641 |
| Totals | 1,959,307,387 | 1,403,034,543 | 3,362,341,930 |
| Totals last year | 2,926,653,671 | 1,590,265,929 | 4,516,919,600 |
| Increase | | | |
| Decrease | 967,346,284 | 187,231,386 | 1,154,577,670 |

STATEMENT

SHOWING THE NUMBER OF LOADED CARS CROSSING THE RAILWAY BRIDGE AT
ROCK ISLAND, FOR THE YEAR ENDING MARCH 31, 1895.

| Months. | East. | West. | Totals. |
|------------------------|---------|--------|---------|
| 1894. April | 9,202 | 6,388 | 15,590 |
| May | 9,057 | 7,971 | 17,028 |
| June | 8,921 | 6,339 | 15,260 |
| July | 5,048 | 3,900 | 8,948 |
| August | 7,825 | 5,990 | 13,815 |
| September | 7,272 | 6,000 | 13,272 |
| October | 7,269 | 7,228 | 14,497 |
| November | 7,775 | 7,131 | 14,906 |
| December | 7,379 | 5,105 | 12,484 |
| 1895. January | 6,340 | 7,918 | 14,258 |
| February | 5,368 | 5,515 | 10,883 |
| March | 6,192 | 6,215 | 12,407 |
| Totals | 87,648 | 75,700 | 163,348 |
| Totals last year | 106,449 | 77,827 | 184,276 |
| Increase | | | |
| Decrease | 18,801 | 2,127 | 20,928 |

STATEMENT

OF STATISTICS FOR YEAR ENDING MARCH 31, 1895.

| Commodities. | Total Quantities. | Total No. of Pounds. |
|---------------------------------|-------------------|-------------------------|
| Merchandise.....Lbs. | 1,171,869,128 | 1,171,869,128 |
| Lumber, Lath and Shingles....." | 881,455,765 | 881,455,765 |
| Agricultural Implements....." | 90,728,552 | 90,728,552 |
| Vehicles....." | 45,631,142 | 45,631,142 |
| Machinery....." | 51,869,420 | 51,869,420 |
| Staves and Headings....." | 42,180,220 | 42,180,220 |
| Wool....." | 10,101,391 | 10,101,391 |
| Hides....." | 39,710,429 | 39,710,429 |
| Oil Cake....." | 7,210,933 | 7,210,933 |
| Butter....." | 10,559,927 | 10,559,927 |
| Cheese....." | 1,354,313 | 1,354,313 |
| Tea....." | 6,132,593 | 6,132,593 |
| Coffee....." | 20,244,023 | 20,244,023 |
| Lard and Tallow....." | 29,372,912 | 29,372,912 |
| Potatoes....." | 97,395,501 | 97,395,501 |
| Grass and Flaxseed....." | 32,335,060 | 32,335,060 |
| Broom Corn....." | 2,869,603 | 2,869,603 |
| Mill Stuff....." | 185,721,739 | 185,721,739 |
| Ore and Bullion....." | 87,427,775 | 87,427,775 |
| Lead....." | 43,687,413 | 43,687,413 |
| Tile....." | 53,900,006 | 53,900,006 |
| Soap....." | 10,744,141 | 10,744,141 |
| Canned Goods....." | 34,415,558 | 34,415,558 |
| Wire [Fence, etc.]....." | 47,812,906 | 47,812,906 |
| Dressed Meat....." | 177,927,605 | 177,927,605 |
| Dried Fruit....." | 39,088,113 | 39,088,113 |
| Green Fruit....." | 90,018,738 | 90,018,738 |
| White Lead....." | 4,735,340 | 4,735,340 |
| Furniture....." | 16,309,713 | 16,309,713 |
| Cotton....." | 32,190,796 | 32,190,796 |
| Emigrant Movables.....Cars. | 8,427 | 68,543,629 |
| Milk.....Gals. | 1,404,728 | 11,237,820 |
| Wheat.....Bush. | 6,440,067 | 386,404,033 |
| Malt....." | 502,442 | 18,087,920 |
| Corn....." | 10,166,880 | 569,345,299 |
| Rye....." | 105,640 | 5,915,847 |
| Oats....." | 10,248,019 | 327,936,611 |
| Barley....." | 2,245,015 | 107,760,721 |
| Flour.....Bbls. | 1,442,980 | 311,683,623 |
| Salt....." | 593,416 | 178,024,672 |
| Lime....." | 212,462 | 53,115,598 |
| Cement....." | 599,621 | 149,905,351 |
| Cured Meats....." | 336,560 | 114,430,462 |
| Oil....." | 584,092 | 202,954,922 |
| Syrup....." | 253,831 | 152,298,423 |
| Sugar....." | 278,588 | 90,541,083 |
| Whisky and High Wines....." | 57,617 | 21,606,495 |
| Ale and Beer....." | 150,687 | 49,726,644 |
| Eggs.....Cases. | 487,611 | 26,818,599 |
| Railroad Ties.....No. | 1,997,705 | 259,701,654 |
| Brick....." | 82,343,329 | 329,373,314 |
| Cattle....." | 676,285 | 676,284,766 |
| Hogs....." | 1,770,687 | 398,404,568 |
| Sheep....." | 461,395 | 39,218,535 |
| Horses....." | 38,175 | 38,174,866 |
| Ice.....Tons. | 29,244 | 58,487,768 |
| Coal [Soft]....." | 1,376,642 | 2,753,284,800 |
| Coal [Hard]....." | 125,478 | 250,956,756 |
| Coke....." | 11,343 | 22,685,875 |
| Iron [Pig and Railroad]....." | 143,739 | 287,477,697 |
| Iron [Manufactured]....." | 77,083 | 154,166,437 |
| Hay....." | 90,533 | 181,066,210 |
| Sand and Gravel....." | 148,454 | 296,908,408 |
| Stone....." | 248,340 | 496,680,151 |
| Total..... | | 12,454,210,312 |

SUMMARY.

| | Year Ending March 31, 1936. | Year Ending March 31, 1934. |
|--|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains..... | 5,510,097 | 6,601,512 |
| Number of Miles run by Freight Trains..... | 8,866,103 | 10,898,552 |
| Number of Miles run by Switching Trains..... | 3,629,933 | 3,911,385 |
| Number of Miles run by Wood, Gravel and Construction Trains..... | 454,995 | 768,346 |
| Total Number of Miles run..... | 18,461,128 | 22,174,795 |
| Number of Tons Freight carried one Mile..... | 1,071,763,263 | 1,288,576,685 |
| Number of Passengers carried one Mile..... | 193,163,346 | 329,360,986 |
| Earnings per Mile run by Freight Trains..... | \$1.26 | \$1.18 |
| Earnings per Mile run by Passenger Trains..... | .95 | 1.11 |
| Expenses per Mile run, including Legal Expenses and Taxes..... | .69 | .68 |
| Percentage of Operating Expenses to Earnings..... | 72.8% | 71.7% |
| Percentage of Expenses to Earnings, less Taxes..... | 68 | 67.7% |
| Cost per Ton and per Passenger per Mile, assuming one Passenger equal to one Ton of Freight..... | .0190% | .0070% |
| Aggregate of Tons Freight and Passengers carried one Mile..... | 1,264,916,609 | 1,617,937,671 |
| Amount received per Ton per Mile..... | .019% | .01 |
| Amount received per Passenger per Mile..... | .0216% | .0190% |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .12 | .13 |
| Number of Passengers carried one Mile for each mile run by Passenger Trains..... | 35 | 50 |

SIXTEENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1896.

The Ryan & Hart Co., Printers, Chicago.

DOW, JONES & CO.,

WALL STREET JOURNAL. DAILY MARKET LETTER.

42-44 Broad Street, New York.

Telephone No. 646 Broad.

Notify us if this number is received later than:

Wednesday.

May 20, 1896.

No. 4

ROCK ISLAND.

The Rock Island annual report for the year ending March 31 has been made up so far as the income account goes and shows that in the year the road earned a little over 3% on the stock, and paid 2%. Operating expenses were maintained at the top notch, because of continued improvements to the property, including the substitution of steel for wooden bridges, and other work of this nature. The company will carry to surplus account for the year about \$500,000. The actual cash surplus in the Treasury, not counting sums due the company, etc., was on March 31, 1895, \$3,865,650, and the addition of the \$500,000 surplus of this year will make the actual cash surplus about \$4,360,000.

Rock Island people argue from these results that if the company could earn a little more than 3% when there was no winter wheat to speak of and a small movement of corn, and with the cotton crop in Texas comparatively small, its prospects for the fiscal year ending March 31, 1897, are particularly brilliant, in view of the immense amount of corn carried over from last year and the crop prospects in all the territory of the road. Rock Island like C. B. & Q. is an immense earner in good times, which means when crops are good. The road is in good physical condition for any increased traffic, and its financial condition, so far as cash in hand goes, is not surpassed by any other Western railroad corporation, not excepting St. Paul.

SIXTEENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1896.

DIRECTORS AND OFFICERS
OF THE
Chicago, Rock Island & Pacific Railway Co.
FOR 1896.

DIRECTORS.

| | | | |
|--------------------------------|----------|----------------------|-------------|
| R. P. FLOWER..... | New York | ALEX. T. VAN NEST.. | New York |
| BENJ. BREWSTER..... | New York | H. H. PORTER | Chicago |
| H. R. BISHOP..... | New York | MARSHALL FIELD | Chicago |
| HENRY M. FLAGLER..... | New York | JOHN DE KOVEN | Chicago |
| ALEXANDER E. ORR..... | New York | W. G. PURDY | Chicago |
| DAVID DOWS, JR..... | New York | R. R. CABLE..... | Rock Island |
| F. H. GRIGGS, Davenport, Iowa. | | | |

GENERAL OFFICERS.

| | |
|--|--------------|
| R. R. CABLE, President | Chicago |
| BENJ. BREWSTER, First Vice-President | New York |
| W. G. PURDY, Second Vice-President, Treasurer and Secretary..... | Chicago |
| W. H. TRUESDALE, Third Vice-President and General Manager..... | Chicago |
| H. A. PARKER, Assistant to the President..... | Chicago |
| GEO. T. BOGGS, Assistant Treasurer and Assistant Secretary | New York |
| J. F. PHILLIPS, Assistant Treasurer and Assistant Secretary..... | Chicago |
| C. F. JILSON, Assistant Treasurer..... | Topeka, Kan. |
| W. I. ALLEN, Assistant General Manager | Chicago |
| J. M. JOHNSON, Traffic Manager..... | Chicago |
| A. J. HITT, General Superintendent..... | Chicago |
| S. C. MATTHEWS, Auditor | Chicago |
| JOHN SEBASTIAN, General Passenger and Ticket Agent..... | Chicago |
| H. GOWER, General Freight Agent—Lines East of Missouri River..... | Chicago |
| DANIEL ATWOOD, General Freight Agent—Lines West of Missouri River..... | Topeka, Kan. |
| F. A. MARSH, Purchasing Agent..... | Chicago |
| ROBERT MATHER, General Attorney..... | Chicago |
| M. A. LOW, General Attorney..... | Topeka, Kan. |
| J. L. DREW, Land Commissioner | Davenport |
| CORN EXCHANGE BANK, Register of Stock..... | New York |

EXECUTIVE COMMITTEE.

| | | |
|---------------|-----------------|---------------|
| R. R. CABLE. | BENJ. BREWSTER. | H. R. BISHOP. |
| H. H. PORTER. | MARSHALL FIELD. | |

SIXTEENTH ANNUAL REPORT

OF THE
DIRECTORS TO THE STOCKHOLDERS
OF THE
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

The Board of Directors submit the following report for the year ending March 31, 1896 :

| | |
|--|---------------------|
| Gross Earnings were..... | \$17,359,653.32 |
| Operating Expenses and Taxes..... | 11,866,594.05 |
| Net Earnings..... | \$ 5,493,059.27 |
| Add net cash receipts of land sold..... | 38,439.46 |
| Net Income..... | \$ 5,531,498.73 |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$3,322,525.00 |
| “ Rentals of Leased Lines..... | 665,336.28 |
| “ Rentals and Tolls Missouri River Bridges..... | 119,650.29 |
| “ Dividend on Capital Stock—2%..... | 923,116.00 |
| “ Premium on \$14,000—5% Ext. & Col. Bonds purchased for account of Sinking Fund under the Mortgage..... | 278.89 |
| | <u>5,030,906.46</u> |
| Surplus for the year..... | \$ 500,592.27 |

The Capital Stock and Bonded Debt of the Company is as follows :

| | |
|---|----------------------|
| Capital Stock issued..... | \$46,155,800.00 |
| Fractional Scrip convertible into Stock..... | 200.00 |
| Six per cent Mortgage Bonds..... | 12,500,000.00 |
| Five per cent Extension & Collateral Bonds..... | \$40,712,000.00 |
| Less Bonds purchased for account Sinking Fund..... | 295,000.00 |
| | <u>40,417,000.00</u> |
| Five per cent Thirty Year Debenture Bonds..... | 4,500,000.00 |
| Seven per cent C. & S. W. Ry. Bonds Guaranteed..... | 5,000,000.00 |

Main Line and Branch Railroads owned, leased and operated by the Chicago Rock Island & Pacific Railway Company at the date of this report, are as follows :

LINES OWNED.

| | MILES. |
|--|----------|
| Chicago, Ill., to Council Bluffs, Iowa | 499.62 |
| Davenport, Iowa, to Atchison, Kan. | 341.84 |
| Edgerton Junc., Mo., to Leavenworth, Kan. | 20.31 |
| Washington, Iowa to Knoxville, Iowa | 79. |
| South Englewood, Ill., to South Chicago, Ill. | 7.50 |
| Wilton, Iowa, to Muscatine, Iowa. | 11.98 |
| Wilton, Iowa, to Lime Kiln, Iowa. | 6.08 |
| Newton, Iowa, to Monroe, Iowa. | 17. |
| Des Moines, Iowa, to Indianola and Winterset, Iowa. | 47.07 |
| Menlo, Iowa, to Guthrie Center, Iowa. | 14.58 |
| Atlantic, Iowa, to Audubon, Iowa. | 24.54 |
| Atlantic, Iowa, to Griswold, Iowa. | 14.71 |
| Avoca, Iowa, to Carson, Iowa. | 17.61 |
| Avoca, Iowa, to Harlan, Iowa. | 11.84 |
| Mt. Zion, Iowa, to Keosauqua, Iowa. | 4.50 |
| Altamont, Mo., to St. Joseph, Mo. | 49.66 |
| South St. Joseph, Mo., to Rushville, Mo. | 14.70 |
| Kansas City, Mo., to Armourdale, Kan. | 2.40 |
| South Omaha, Neb., to Jansen, Neb. | 107.05 |
| Elwood, Kan., to Liberal, Kan. | 439.54 |
| Herington, Kan., to Terral, Ind. Ter. | 349.07 |
| Herington, Kan., to Salina, Kan. | 49.30 |
| Horton, Kan., to Roswell, Colo. | 568.65 |
| Fairbury, Neb., to Nelson, Neb. | 51.53 |
| McFarland, Kan., to Belleville, Kan. | 103.98 |
| Dodge City, Kan., to Bucklin, Kan. | 26.64 |
| Total miles owned | 2,880.70 |

LINES LEASED.

| | |
|---|--------|
| Bureau, Ill., to Peoria, Ill. | 46.70 |
| Keokuk, Iowa, to Des Moines, Iowa. | 162.20 |
| Des Moines, Iowa, to Fort Dodge and Ruthven, Iowa. | 143.76 |
| Total miles leased. | 352.66 |

TRACKAGE RIGHTS.

| | |
|---|----------|
| Over Hannibal and St. Joseph R. R.— | |
| Cameron, Mo., to Kansas City, Mo. | 54.30 |
| Over Union Pacific Ry.— | |
| Council Bluffs, Iowa, to South Omaha, Neb. | 7.02 |
| Kansas City, Mo., to North Topeka, Kan. | 67.35 |
| Limon, Colo., to Denver, Colo. | 89.78 |
| Over Denver and Rio Grande R. R.— | |
| Denver, Colo., to Pueblo, Colo. | 119.60 |
| Total miles trackage rights. | 338.05 |
| Total miles of roads over which trains are operated. | 3,571.41 |

The road is located in different States as follows :

| |
|--------------------------------|
| 236.07 miles in Illinois. |
| 1,068.67 " " Iowa. |
| 287.95 " " Missouri. |
| 1,124.30 " " Kansas. |
| 253.19 " " Nebraska. |
| 376.94 " " Colorado. |
| 106.89 " " Indian Territory. |
| 117.40 " " Oklahoma Territory. |
| 3,571.41 miles. |
| 200.94 miles of second track. |
| 10.59 " " third track. |
| 702.96 " " side track. |

Equal to 4,485.90 miles of single track.

Statement showing the details of Earnings and Percentage of Operating Expenses as compared with the previous fiscal year :

| Sources of Revenue. | Year Ending March 31, 1896. | Year Ending March 31, 1895. |
|--|--------------------------------|--------------------------------|
| Passenger Transportation..... | \$ 4,445,952.85 | \$ 4,338,052.97 |
| Freight "..... | 11,159,100.26 | 11,206,685.70 |
| Mail "..... | 540,259.86 | 499,248.20 |
| Express "..... | 409,200.00 | 400,875.00 |
| Rents, Interest, etc..... | 797,266.08 | 967,651.89 |
| Earnings from Telegraph Lines..... | 7,874.27 | 8,302.85 |
| Total Gross Earnings..... | \$17,359,653.32 | \$17,420,816.61 |
| EXPENDITURES. | | |
| Operating Expenses..... | \$10,977,321.13 | \$11,845,367.92 |
| Taxes..... | 889,272.92 | 836,893.29 |
| Net Earnings..... | \$ 5,493,059.27 | \$ 4,738,555.40 |
| Percentage of Operating Expenses to Gross Earnings..... | 63.23% 68.10% | 68% 72.80% |
| Same, including Taxes..... | | |

PASSENGER EARNINGS.—In comparison with the previous year, Passenger Earnings show an increase of \$107,899.88, or 2.4% per cent, which is made up of an increase in earnings from connecting lines of \$16,947.29, or 2.1% per cent, and an increase from business originating on our own line of \$90,952.59, or 2.4% per cent.

The total number of passengers carried increased 520,279, or 11.2% per cent.

The number of first class passengers carried increased 520,855½, or 11½ per cent.

The number of second class and emigrant passengers carried decreased 576½, or 2½ per cent.

The number of passengers carried one mile increased 10,892,080, or 5½ per cent.

The average distance traveled by each passenger during the year ending March 31st, 1895, was 42 miles, and during the past year 40 miles.

The number of through passengers (passengers delivered to or received from connecting lines) increased 8,940, or 4½ per cent, and the number of way (local) passengers increased 511,339, or 11½ per cent.

Of all the passengers carried, 2,574,431½, or 50½ per cent, traveled West, and 2,556,974½, or 49½ per cent traveled East.

The rate per passenger per mile for the year ending March 31, 1895, was 2½ cts., and for the year ending March 31, 1896, was 2½ cents.

The passenger business at 293 stations shows an increase during the year of \$260,528.97, and at 244 stations, a decrease of \$152,629.09.

The number of Passengers carried shows an increase during the year at 296 stations of 634,598½, and a decrease at 240 stations of 114,319½.

FREIGHT EARNINGS.—Freight Earnings for the year decreased \$47,585.44, or 1½ per cent.

The revenue from Through Freight (freight delivered to or received from connecting lines) increased \$172,287.02, or 2½ per cent, while the revenue from Local Freight decreased \$219,872.46, or 4½ per cent.

Of the entire Freight Earnings, 54½ per cent was from Through Freight, and 45½ per cent from Local Freight.

The movement of freight as compared with the previous year, shows an increase of 167,417 tons, or 2½ per cent, while the rate per ton per mile has decreased from 1½ cents to 1½ cents.

GROSS EARNINGS show a decrease of \$61,163.29, or $1\frac{3}{10}\%$ per cent.

OPERATING EXPENSES show a decrease of \$868,046.79, or $7\frac{3}{10}\%$ per cent.

TAXES increased \$52,379.63, or $6\frac{1}{10}\%$ per cent.

Full details of the foregoing, as also statements of Assets and Liabilities, Income Account and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Account for the year is as follows :

| | | |
|--|---------------------|-------------|
| For Land, Land Damages..... | \$ 42,507.99 | |
| “ New Depots, Shops, Water Stations, etc..... | 48,641.21 | |
| “ Additional Side Tracks ($9\frac{7}{10}$ miles)..... | 70,797.19 | |
| “ Reducing Grade and Change of Line..... | 88,762.19 | |
| “ New Equipment..... | 862.48 | |
| “ Track Elevation in Chicago..... | 208,289.90 | → 209,152.1 |
| | <u>\$459,860.96</u> | |

LAND, LAND DAMAGES.—The purchases of land during year have been incidental to changes made in location of line of Road, improvement of Water System and changes in station facilities at various points.

MASONRY, BRIDGES AND CULVERTS.—Pile, trestle and wooden span bridges aggregating 26,135 feet, or $4\frac{1}{10}\%$ miles, have been replaced by permanent structures or filled with earth at a cost of \$228,867.47, which amount has been charged to Operating Expenses.

NEW BUILDINGS.—The principal items charged to this account are :

A brick Freight House at Des Moines, Iowa.

An Elevator of 100,000 bushels capacity at Armourdale, Kan.

An Elevator at North Turon, Kan., and

Water Stations at Elsmere, Colo., and Lebanon, Kas.

SIDE TRACKS.—New side tracks aggregating $9\frac{7}{10}$ miles have been constructed on the various Divisions of the Road where business demanded.

CHANGE OF LINE.—On the South-Western Division between Kniffin and Harvard, Ia., and between Mercer and Alvord, Mo., extensive changes have been made, whereby the line has been shortened 3,873 feet, or $1\frac{3}{8}$ miles. The advantage gained by this change is in reducing grades and eliminating curves.

EQUIPMENT.—Five (5) large Locomotives and Four Hundred and Twenty-six (426) Box Freight and Coal Cars (capacity 20 to 30 tons) have been purchased or built during the year, to take the place of old and worn out Equipment. The entire cost of same has been charged to Operating Expenses.

TRACK ELEVATION IN CHICAGO.—Work progressed satisfactorily during the past year, and when operations were discontinued for the winter (about Nov. 15th), the line was completed to 39th Street. This Company's proportion ($\frac{1}{2}$) of the amount expended during the year was \$208,289.90, making a total expenditure to date of \$347,856.93, covering a distance of $2\frac{1}{2}$ miles.

The thanks of the Board of Directors are tendered to the officers and employes of the Company for the efficient manner in which their services have been performed during the year.

All of which is respectfully submitted.

R. R. Cable

President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
DAVENPORT, MAY 1, 1896.

R. R. CABLE, ESQ., *President* :

SIR,—The following report of the business of this Office, appertaining to the Land Grant of the Company, for the fiscal year ending March 31, 1896, is respectfully submitted :

The conveyances of land to which the title is undisputed, were of $43\frac{3}{8}$ acres, for a consideration of \$735.25.

Quit claims have been made of 340 acres, for which \$23.50 were received.

The bills receivable for land sold have been reduced by collections and cancellation from \$53,876.69 to \$36,496.26, a difference of \$17,380.43. Interest has been collected amounting to \$3,771.35.

Remittances to the Treasurer of the Company on account of Land Grant have been made to the amount of \$38,439.46.

Not including land subdivided into town lots, the unsold lands, to which the title is believed to be perfect, now stand on the books as $1,243\frac{8}{10}$ acres. Taxes on lands and lots owned on January 1, 1896, have been paid to the amount of \$548.94.

Respectfully,

J. L. DREW,

Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK, AND
COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1896. | Year Ending March 31, 1895. |
|---|------------------------------------|------------------------------------|
| Cross Ties used.....No. | 902,746 | 813,339 |
| " " cost\$ | 362,576.98 | 347,655.58 |
| Steel Rails laid .....Gross Tons | 8,872 | 9,315 |
| " " cost\$ | 207,447.73 | 232,505.80 |
| Railroad Spikes used .....Lbs. | 761,600 | 856,600 |
| " " cost\$ | 13,066.26 | 14,149.36 |
| Joint Splices used.....Lbs. | 1,154,014 | 1,164,253 |
| " " cost\$ | 13,215.54 | 14,741.26 |
| Bolts, Nuts and Fastenings cost\$ | 13,359.07 | 13,451.12 |
| Track Relaid with New Steel .....Miles | 70 ⁴³ / ₁₀₀ | 74 ⁰⁴ / ₁₀₀ |
| " " " Ties..... " | 311 ³⁰ / ₁₀₀ | 280 ⁴⁶ / ₁₀₀ |
| Wire Fencing cost\$ | 4,176.21 | 3,380.73 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICES PERFORMED AND LEADING
ITEMS OF REPAIRS, IN COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1896. | Year Ending March 31, 1895. |
|---|--------------------------------|--------------------------------|
| Locomotives | No. 564 | 564 |
| Miles Run during Year | 16,789,017 | 18,461,128 |
| Average Miles Run per Engine | 29,768 | 32,732 |
| Cords of Wood consumed by Locomotives | 13,558 | 15,526 |
| Tons of Coal consumed by Locomotives | 554,690 | 571,821 |
| Total Cost of Fuel consumed by Locomotives \$ | 1,022,918.55 | 1,181,334.66 |
| Total Cost of Repairs of Locomotives | \$ 575,163.14 | 550,105.42 |
| Costs of Repairs per Mile Run | cts. 3.43 | 2.98 |
| Cost of Oil, Tallow and Waste per Mile Run | .17 | .21 |
| Cost of Fuel per Mile Run | 6.09 | 6.40 |
| Cost of Engineers, Firemen and Wipers per Mile Run | 6.67 | 6.74 |
| Average No. of Cars in Passenger Trains | No. 5.02 | 4.98 |
| Average No. of Cars in Freight Trains | 19.52 | 18.66 |
| Average No. of Miles Run per Ton of Coal | 29.54 | 31.43 |
| New Engines built to replace old and worn out | 5 | 5 |
| New Fire Boxes to replace old and worn out | 30 | 16 |
| New Steel Tires to replace old and worn out | 353 | 274 |
| New Cylinders to replace old and broken | 51 | 54 |
| New Driving Wheels | 111 | 69 |
| New Tender Frames | 33 | 35 |
| New Tanks | 3 | 3 |
| New Engine and Tender Trucks | 74 | 19 |
| New Steel Driving Axles | 104 | 34 |
| New Smoke Stacks | 92 | 88 |
| New Engine Cabs | 34 | 40 |
| New Pilots | 39 | 67 |
| New Crank Pins | 466 | 396 |
| New Steel Piston Rods | 266 | 188 |
| New Injectors | 5 | 14 |
| New Cross Heads | 53 | 41 |
| New Flues | Sets. 48 | 44 |
| Flues Reset | 253 | 228 |
| New Flue Sheets | No. 35 | 43 |
| New Air Brakes | Sets. 8 | 16 |
| Engine Tires Turned | 217 | 207 |
| Engines thoroughly Repaired | No. 309 | 287 |
| Engines Painted and Varnished | 500 | 441 |
| Wheels and Axles used | Pairs. 2,043 | 2,193 |

STATEMENT

SHOWING NUMBER OF CARS, SERVICE PERFORMED, ITEMS OF REPAIRS,
AND A COMPARISON WITH PREVIOUS YEAR.

| Cars. | Year Ending March 31, 1896. | Year Ending March 31, 1895. |
|--|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Sleeping Coaches | 47 | 47 |
| Passenger Coaches, all classes | 305 | 305 |
| Baggage, Mail and Express Cars | 81 | 81 |
| Railway Postal Cars | 11 | 11 |
| Dining Cars | 12 | 12 |
| Business and Paymasters' | 6 | 6 |
| Total | 462 | 462 |
| In Freight Service— | | |
| Box Freight Cars | 10,588 | 10,357 |
| Live Stock Cars | 2,399 | 2,399 |
| Platform and Coal Cars | 2,964 | 2,765 |
| Drovers' Caboose and other Cars | 363 | 367 |
| Total | 16,314 | 15,888 |
| Gravel, Hand and other Cars used in Repairs of Roadway, Track and Bridges | 1,467 | 1,481 |
| Number of Miles Run by Cars in Passenger Service during the Year | 28,087,355 | 27,257,383 |
| Number of Miles Run by Cars in Freight Service during the Year | 146,636,530 | 165,843,901 |
| Number of Miles Run by Cars in repairs and Con- struction Work | 2,164,673 | 3,045,026 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

| | | |
|---|--------------------------------------|-----|
| Rebuilt to Replace Worn Out or Destroyed Cars. { | Freight Cars (all kinds) | 426 |
| Thoroughly Repaired. { | Sleeping Cars | 5 |
| | Passenger Coaches | 47 |
| | Baggage, Mail and Express Cars | 25 |
| Ordinary Repairs. { | Sleeping Cars | 34 |
| | Passenger Coaches | 166 |
| | Dining Cars | 5 |
| | Baggage, Mail and Express Cars | 12 |
| New Upholstered. { | Sleeping Cars | 19 |
| | Passenger Coaches | 21 |
| Repaired and Repainted. { | Drovers' and Caboose Cars | 115 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

CONTINUED.

| | |
|---|--------|
| Freight Cars Furnished with New Roofs..... | 220 |
| “ “ Furnished with New Floors..... | 314 |
| “ “ Repainted..... | 789 |
| “ “ Roofs Repainted..... | 1,053 |
| “ “ Automatic Couplers applied..... | 489 |
| Number of Wheels used in Repairs..... | 5,864 |
| Number of Axles used in Repairs..... | 222 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year..... | 96,511 |

STATEMENT

SHOWING COMPARATIVE PASSENGER MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1896. | Year Ending March 31, 1895. |
|---|--|--|
| Number of Passengers carried during year... | 5,131,406 | 4,611,127 |
| “ “ “ First Class..... | 5,111,837 | 4,590,981½ |
| “ “ “ Second Class and Emgt. | 19,569 | 20,145½ |
| “ “ “ Through..... | 200,183½ | 191,243½ |
| “ “ “ Way..... | 4,931,222½ | 4,419,883½ |
| “ “ “ Moving East..... | 2,556,974½ | 2,291,083½ |
| “ “ “ Moving West..... | 2,574,431½ | 2,320,043½ |
| “ “ “ Carried One Mile..... | 204,045.426 | 193,153.346 |
| Equivalent to carrying each Passenger..... | 40 Miles | 42 Miles |
| Average Rate per Passenger per mile..... | \$.02 ⁸⁸ / ₁₀₀₀ | \$.02 ⁸⁰ / ₁₀₀₀ |
| Earnings of Sleeping Cars for year..... | 44,010.79 | 55,642.81 |
| Earnings of Dining Cars for year..... | 64,674.67 | 58,595.16 |
| Earnings from Excess Baggage for year..... | 75,285.86 | 70,216.01 |
| Earnings from Transportation of Passengers.. | 4,261,981.53 | 4,153,598.99 |
| Total Passenger Earnings..... | 4,445,952.85 | 4,338,052.97 |
| Average for each Passenger carried..... | \$.87 | \$.94 |
| Increase in Number of Passengers carried..... | 520,279 or 11 ²⁸ / ₁₀₀ per cent. | |
| Increase in Movement of Passengers One Mile.... | 10,892,080 “ 5 ⁸⁸ / ₁₀₀ “ | |
| Increase in Passenger Earnings..... | \$107,899.88 “ 2 ⁴⁸ / ₁₀₀ “ | |

STATEMENT OF PASSENGER BUSINESS

C., R. I. & P. R.Y FOR THE YEAR ENDING MARCH 31, 1896.

| Months. | Dining Car Earnings. | Excess Baggage. | Sleeping Car Earnings. | Total Amount Passenger Earnings. | First Class Passengers | Second Class and Emigrant Passengers. | Through Passengers. | Way Passengers | Passengers East. | Passengers West. | Passengers Carried One Mile. |
|--------------|----------------------|-----------------|------------------------|----------------------------------|------------------------|---------------------------------------|---------------------|----------------|------------------|------------------|------------------------------|
| April, 1895. | \$4,568.83 | \$5,293.32 | \$3,534.42 | \$334,813.31 | 367,585 | 2,077 | 14,406 | 355,256 | 185,197 | 184,465 | 14,632,519 |
| May, " | 5,371.97 | 6,836.57 | 5,408.98 | 349,919.87 | 368,642 | 2,235 | 15,304 | 355,573 | 185,731 | 185,146 | 15,420,682 |
| June, " | 6,298.41 | 8,704.84 | 5,681.44 | 374,835.72 | 377,585 | 1,432 | 17,233 | 361,784 | 189,953 | 189,063 | 17,504,389 |
| July, " | 6,356.49 | 7,932.70 | 5,865.21 | 411,039.03 | 425,371 | 1,277 | 18,676 | 407,972 | 211,651 | 214,997 | 19,692,859 |
| August, " | 6,921.78 | 5,461.31 | 8,315.33 | 470,172.66 | 436,885 | 1,516 | 23,400 | 415,001 | 217,536 | 220,865 | 23,579,968 |
| Sept., " | 7,308.81 | 4,886.80 | 7,965.43 | 478,765.07 | 503,386 | 1,581 | 24,950 | 480,017 | 249,675 | 255,292 | 22,391,337 |
| Oct., " | 5,839.34 | 7,077.17 | 5,340.93 | 401,567.30 | 426,097 | 1,936 | 18,591 | 409,442 | 212,900 | 215,133 | 18,154,525 |
| Nov., " | 4,741.92 | 5,366.54 | 1,869.05 | 331,623.87 | 402,525 | 1,722 | 15,416 | 388,830 | 202,222 | 202,024 | 14,656,950 |
| Dec., " | 4,394.85 | 6,243.06 | ..... | 348,824.32 | 464,433 | 1,563 | 14,010 | 451,387 | 231,407 | 234,590 | 15,672,145 |
| Jan., 1896. | 4,512.17 | ..... | ..... | 309,041.09 | 455,602 | 1,167 | 11,626 | 445,143 | 227,739 | 229,031 | 13,777,808 |
| Feb., " | 3,612.68 | 5,616.60 | ..... | 296,195.22 | 448,907 | 1,124 | 11,855 | 438,174 | 225,195 | 224,835 | 13,381,047 |
| March, " | 4,747.42 | 4,749.21 | ..... | 339,155.39 | 434,815 | 1,938 | 14,112 | 422,641 | 217,766 | 218,987 | 15,181,197 |
| Total | \$64,674.67 | \$75,285.86 | \$44,010.79 | \$4,445,952.85 | 5,111,837 | 19,569 | 200,183 | 4,931,222 | 2,556,974 | 2,574,431 | 204,045,426 |

| | | |
|---|---------|---------|
| Average rate per mile per passenger | 1895-6. | 1894-5. |
| Average mileage per passenger | .02,088 | .02,160 |
| | 40 | 42 |

STATEMENT

SHOWING COMPARATIVE FREIGHT MOVEMENT AND EARNINGS FOR
THE YEAR ENDING MARCH 31, 1896.

| | | |
|---|----------------------|-------|
| Amount of Freight transported during the year ending March 31, 1896 | 12,789,044,601 | lbs. |
| Previous year | 12,454,210,312 | " |
| Increase 2 $\frac{1}{2}$ % per cent | 334,834,289 | " |
| Total paying Freight carried one mile | 1,078,846,776 | tons. |
| Previous year | 1,071,763,263 | " |
| Increase $\frac{1}{2}$ % per cent | 7,083,513 | " |
| Average Rate per ton per mile | .01 $\frac{3}{100}$ | cts. |
| Previous year | .01 $\frac{2}{100}$ | " |
| Number of Loaded Cars moving East | 231,936 | |
| Number of Loaded Cars moving West | 214,158 | |
| Total Number of Loaded Cars | 446,094 | |
| Average Tonnage per Loaded Car | 14 $\frac{66}{1000}$ | tons. |
| Average Distance each Ton of Freight was carried during the year ending March 31, 1896 | 184 | miles |
| Previous year | 190 | " |
| Receipts from Freight, year ending March 31, 1896 | \$11,159,100.26 | |
| Receipts from Freight, year ending March 31, 1895 | 11,206,685.70 | |
| Decrease $\frac{1}{2}$ % per cent | 47,585.44 | |
| Carried for Company's use | 1,721,317,448 | lbs. |
| Carried for Company's use one mile | 98,335,660 | tons. |
| Which, at average rate received, amounts to | \$ 1,012,857.30 | |
| For which no charge has been made. | | |

STATEMENT
OF GROSS EARNINGS FOR THE YEAR ENDING MARCH 31, 1896.

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|-----------------|----------------|-----------------|----------------|-----------------|
| 1895. | April..... | \$ 334,813.31 | \$ 815,534.07 | \$ 114,208.81 | \$ 1,264,646.19 |
| | May | 349,919.87 | 781,068.44 | 78,703.44 | 1,209,691.75 |
| | June | 374,835.72 | 745,233.03 | 130,462.28 | 1,250,531.03 |
| | July | 411,039.03 | 728,834.22 | 168,813.75 | 1,308,707.00 |
| | August | 470,172.66 | 1,000,862.98 | 185,195.76 | 1,656,231.40 |
| | September | 478,765.07 | 1,075,238.18 | 107,439.73 | 1,661,442.98 |
| | October | 401,567.30 | 1,366,779.94 | 137,392.47 | 1,905,739.71 |
| | November | 331,623.87 | 1,074,147.76 | 115,999.13 | 1,521,770.76 |
| | December | 348,824.32 | 946,503.36 | 215,960.56 | 1,511,288.24 |
| | January | 309,041.09 | 858,608.91 | 207,676.81 | 1,375,326.81 |
| | February. | 296,195.22 | 827,210.33 | 159,954.50 | 1,283,360.05 |
| | March..... | 339,155.39 | 939,059.04 | 132,702.97 | 1,410,917.40 |
| | Totals..... | \$4,445,952.85 | \$11,159,100.26 | \$1,754,600.21 | \$17,359,653.32 |
| 1896. | April..... | \$ 334,813.31 | \$ 815,534.07 | \$ 114,208.81 | \$ 1,264,646.19 |
| | May | 349,919.87 | 781,068.44 | 78,703.44 | 1,209,691.75 |
| | June | 374,835.72 | 745,233.03 | 130,462.28 | 1,250,531.03 |
| | July | 411,039.03 | 728,834.22 | 168,813.75 | 1,308,707.00 |
| | August | 470,172.66 | 1,000,862.98 | 185,195.76 | 1,656,231.40 |
| | September | 478,765.07 | 1,075,238.18 | 107,439.73 | 1,661,442.98 |
| | October | 401,567.30 | 1,366,779.94 | 137,392.47 | 1,905,739.71 |
| | November | 331,623.87 | 1,074,147.76 | 115,999.13 | 1,521,770.76 |
| | December | 348,824.32 | 946,503.36 | 215,960.56 | 1,511,288.24 |
| | January | 309,041.09 | 858,608.91 | 207,676.81 | 1,375,326.81 |
| | February. | 296,195.22 | 827,210.33 | 159,954.50 | 1,283,360.05 |
| | March..... | 339,155.39 | 939,059.04 | 132,702.97 | 1,410,917.40 |
| | Totals..... | \$4,445,952.85 | \$11,159,100.26 | \$1,754,600.21 | \$17,359,653.32 |

STATEMENT

OF DISBURSEMENTS FOR MAINTAINING AND OPERATING THE CHICAGO,
ROCK ISLAND & PACIFIC RAILWAY FOR THE
YEAR ENDING MARCH 31, 1896.

| | |
|---|-------------------|
| General Office Salaries..... | \$ 384,760.88 |
| Legal Expenses..... | 116,067.45 |
| Books, Printing and Stationery..... | 103,078.16 |
| Outside Agencies and Advertising..... | 408,386.84 |
| Agents and Station Service..... | 1,536,698.85 |
| Station Supplies..... | 174,689.99 |
| Telegraph Expenses..... | 236,762.37 |
| Water Supply..... | 163,015.56 |
| Repairs of Engines and Tenders..... | <u>575,163.14</u> |
| Engineers, Firemen and Wipers..... | 1,119,582.81 |
| Fuel for Locomotives..... | 1,022,918.55 |
| Oil, Tallow and Waste..... | <u>27,933.62</u> |
| Repairs of Passenger Cars..... | 220,848.93 |
| Repairs of Sleeping Cars..... | 60,704.56 |
| Repairs of Tourist Cars..... | 3,881.06 |
| Passenger Train Service..... | 273,039.48 |
| Passenger Train Supplies..... | 57,764.15 |
| Dining Car Expenses..... | 76,443.85 |
| Repairs of Freight Cars..... | <u>591,309.58</u> |
| Freight Train Service..... | 557,791.56 |
| Freight Train Supplies..... | 75,526.05 |
| Freight Car Mileage..... | <u>137,367.55</u> |
| Renewal of Rails..... | 162,852.95 |
| Renewal of Ties..... | 377,118.48 |
| Repairs of Roadway and Track..... | 1,229,074.41 |
| Repairs of Fences, Crossings and Signs..... | 72,882.34 |
| Repairs of Bridges, Culverts and Cattle Guards..... | <u>438,952.93</u> |
| Repairs of Buildings and Fixtures..... | 229,942.58 |
| Loss and Damage of Goods and Baggage..... | 42,541.79 |
| Injuries to Persons..... | 118,633.12 |
| Cattle Killed and Damage to Property..... | <u>31,318.49</u> |
| Contingent Account..... | 350,269.05 |
| Tax Account..... | <u>889,272.92</u> |
| Total..... | \$11,866,594.05 |

INCOME

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

| | | | |
|-------|-----|--|-----------------|
| 1895. | | | |
| May | 1. | To Dividend paid— $\frac{1}{4}\%$ | \$ 230,779.00 |
| May | 1. | " Interest paid on C. & S. W. Ry. Bonds | 175,006.00 |
| July | 1. | " Interest paid on 6% Bonds..... | 363,000.00 |
| July | 1. | " Interest paid on 5% Ext. and Col. Bonds.... | 1,010,775.00 |
| Aug. | 1. | " Dividend paid— $\frac{1}{4}\%$ | 230,779.00 |
| Sept. | 1. | " Interest paid on 30-year 5% Debenture Bonds | 112,500.00 |
| Nov. | 1. | " Dividend paid— $\frac{1}{4}\%$ | 230,779.00 |
| Nov. | 1. | " Interest paid on C. & S. W. Ry. Bonds..... | 175,000.00 |
| 1896. | | | |
| Jan. | 1. | " Interest paid on 6% Bonds..... | 363,000.00 |
| Jan. | 1. | " Interest paid on 5% Ext. and Col. Bonds.... | 1,010,750.00 |
| Feb. | 1. | " Dividend paid— $\frac{1}{4}\%$ | 230,779.00 |
| Mar. | 1. | " Interest paid on 30-year 5% Debenture Bonds | 112,500.00 |
| Mar. | 31. | " Rent Peoria & Bureau Valley R. R..... | 125,000.00 |
| Mar. | 31. | " Rent Keokuk & Des Moines Ry..... | 137,500.00 |
| Mar. | 31. | " Rent Des Moines & Fort Dodge R. R..... | 144,523.14 |
| Mar. | 31. | " Rent Hannibal & St. Joseph R. R..... | 43,644.36 |
| Mar. | 31. | " Rent Union Pacific Ry., Council Bluffs to So. Omaha..... | 45,000.00 |
| Mar. | 31. | " Rent Un. Pac. R'y, Kan. City to No. Topeka. | 35,916.00 |
| Mar. | 31. | " Rent Union Pacific Ry., Limon to Denver.. | 51,563.69 |
| Mar. | 31. | " Rent Denver & Rio Grande R. R..... | 82,189.09 |
| Mar. | 31. | " Tolls & Rentals paid Missouri River Bridge Cos..... | 119,650.29 |
| Mar. | 31. | " Premium on \$14,000.00 5% Ext. & Col. Bonds purchased for account of Sinking Fund.... | 278.89 |
| Mar. | 31. | " Operating Expenses and Taxes from April 1, 1895 to March 31, 1896 | 11,866,594.05 |
| Mar. | 31. | " Balance | 2,082,631.11 |
| | | | \$18,980,131.62 |

CONDENSED BALANCE SHEET

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, APRIL, 1, 1896.

CREDIT BALANCES.**LIABILITIES.**

| | | |
|---|-----------------|-------------------------|
| Capital Stock fixed \$50,000,000; amount issued. | \$46,155,800.00 | |
| Fractional Scrip outstanding, convertible into Stock..... | 200.00 | |
| | | <u>\$46,156,000.00</u> |
| Six per cent Mortgage Coupon Bonds..... | 4,655,000.00 | |
| Six per cent Mortgage Registered Bonds..... | 7,845,000.00 | |
| | | <u>12,500,000.00</u> |
| Five per cent Extension Coupon Bonds..... | 35,387,000.00 | |
| Five per cent Extension Registered Bonds... .. | 5,325,000.00 | |
| | | <u>40,712,000.00</u> |
| Five per cent Debenture Coupon Bonds..... | 4,375,000.00 | |
| Five per cent Debenture Registered Bonds... .. | 125,000.00 | |
| | | <u>4,500,000.00</u> |
| Chicago & Southwestern Railway Bonds, guaranteed..... | 5,000,000.00 | |
| Addition and Improvement Account..... | 8,213,000.00 | |
| Accounts Payable..... | 594,906.67 | |
| Profit Balance to Income Account..... | 2,082,631.11 | |
| | | <u>\$119,758,537.78</u> |

DEBIT BALANCES.**ASSETS.**

| | |
|---|-------------------------|
| Cost of Road and Equipment, including all Branch Roads owned by the Company..... | \$103,632,005.38 |
| Cost of Track Elevation at Chicago..... | 347,856.93 |
| Cost of Railroad Bridge at Rock Island | 815,896.32 |
| Capital Stock and Bonds of Connecting Roads..... | 6,206,929.06 |
| Loans and other Investments..... | 557,793.52 |
| Advances made to the Chicago, Rock Island & Texas R'y Co. as per agreement dated January 2d, 1893 | 1,956,961.43 |
| C., R. I. & P. R'y Co. Capital Stock on hand | 12,100.00 |
| C., R. I. & P. R'y Co. Six per cent Mortgage Bonds on hand..... | 400,000.00 |
| Sinking Fund Account, First Mortgage Extension and Collateral Five per cent Bonds purchased..... | 295,000.00 |
| Stock of Material, Fuel, etc., on hand..... | 871,338.10 |
| Due from Post Office Department..... | 214.01 |
| Accounts Receivable..... | 666,749.87 |
| Cash and Cash Assets | 3,995,693.16 |
| | <u>\$119,758,537.78</u> |

STATEMENT

OF TONNAGE, IN POUNDS, CROSSING THE RAILWAY BRIDGE AT
ROCK ISLAND, FOR THE YEAR ENDING MARCH 31, 1896.

| Months. | East. | West. | Totals. |
|----------------------|---------------|---------------|---------------|
| 1895. April | 138,356,942 | 107,906,333 | 246,263,275 |
| May | 130,894,471 | 97,654,423 | 228,548,894 |
| June | 133,243,032 | 101,579,412 | 234,822,444 |
| July | 124,458,545 | 117,337,636 | 241,796,181 |
| August | 178,671,695 | 158,727,095 | 337,398,790 |
| September | 206,919,493 | 149,839,634 | 356,759,127 |
| October | 323,152,706 | 192,728,882 | 515,881,588 |
| November | 262,708,406 | 151,155,627 | 413,864,033 |
| December | 271,450,580 | 128,081,346 | 399,531,926 |
| 1896. January | 252,335,532 | 112,007,598 | 364,343,130 |
| February | 206,345,048 | 109,513,847 | 315,858,895 |
| March | 276,171,188 | 125,226,486 | 401,397,674 |
| Totals | 2,504,707,638 | 1,551,758,319 | 4,056,465,957 |
| Totals last year ... | 1,959,307,387 | 1,403,034,543 | 3,362,341,930 |
| Increase | 545,400,251 | 148,723,776 | 694,124,027 |

STATEMENT

SHOWING THE NUMBER OF LOADED CARS CROSSING THE RAILWAY
BRIDGE AT ROCK ISLAND, FOR THE YEAR ENDING MARCH 31, 1896.

| Months. | East. | West. | Totals. |
|-----------------------|--------|--------|---------|
| 1895. April | 5,788 | 6,033 | 11,821 |
| May | 3,971 | 5,695 | 9,666 |
| June | 6,088 | 6,377 | 12,465 |
| July | 5,857 | 5,828 | 11,685 |
| August | 7,092 | 7,819 | 14,911 |
| September | 7,960 | 8,097 | 16,057 |
| October | 10,134 | 10,108 | 20,242 |
| November | 9,128 | 7,516 | 16,644 |
| December | 10,630 | 6,099 | 16,729 |
| 1896. January | 8,997 | 6,682 | 15,679 |
| February | 7,165 | 5,387 | 12,552 |
| March | 10,593 | 6,265 | 16,858 |
| Totals | 93,403 | 81,906 | 175,309 |
| Totals last year | 87,648 | 75,700 | 163,348 |
| Increase | 5,755 | 6,206 | 11,961 |

ANNUAL

SHOWING NUMBER OF MEN EMPLOYED, SERVICE
YEAR ENDING

| Service. | 1895, April. | May. | June. | July. |
|--|-----------------|--------------|--------------|--------------|
| General Offices..... | 363 | 358 | 358 | 356 |
| Engineers, Firemen and Wipers | 1,137 | 1,181 | 1,079 | 1,047 |
| Machinists | 672 | 589 | 705 | 324 |
| Boiler Makers..... | 101 | 110 | 108 | 108 |
| Blacksmiths | 92 | 94 | 97 | 97 |
| Car Builders and Repairers | 751 | 742 | 763 | 794 |
| Telegraph Repairers..... | 23 | 24 | 26 | 24 |
| Train Masters and Dispatchers..... | 59 | 59 | 59 | 60 |
| Conductors, Baggage-men and Brakemen.. | 1,080 | 1,083 | 1,032 | 982 |
| Agents and Station Service | 2,261 | 2,208 | 2,193 | 2,176 |
| Track Repairers | 2,784 | 2,808 | 2,757 | 2,825 |
| Tankmen | 104 | 105 | 113 | 110 |
| Carpenters and Bridge Builders..... | 268 | 313 | 284 | 295 |
| Extra Gangs and Construction Trains..... | 209 | 276 | 302 | 294 |
| Chicago Passenger Station..... | 61 | 62 | 62 | 64 |
| Dining Car Service | 42 | 46 | 48 | 51 |
| Division Superintendent's Offices..... | 34 | 33 | 32 | 32 |
| Supply Department Labor | 107 | 107 | 105 | 105 |
| Engineering | 16 | 19 | 21 | 15 |
| | 10,164 | 10,217 | 10,144 | 10,059 |
| | \$521,026.21 | \$538,124.07 | \$520,323.50 | \$538,558.83 |

Total Amount paid during the year\$6,318,533.03

Average number of men employed per month 9,627

Average amount paid per month..... \$526,544.42

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL
MARCH 31, 1896.

| August. | September. | October. | November. | December. | 1896, January. | February. | March. |
|--------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| 358 | 358 | 359 | 361 | 358 | 363 | 362 | 362 |
| 1,104 | 1,137 | 1,253 | 1,229 | 1,134 | 1,073 | 938 | 1,086 |
| 657 | 650 | 676 | 590 | 667 | 666 | 683 | 697 |
| 100 | 96 | 108 | 95 | 101 | 104 | 100 | 106 |
| 97 | 93 | 97 | 94 | 92 | 105 | 97 | 105 |
| 791 | 785 | 824 | 824 | 839 | 844 | 798 | 821 |
| 25 | 24 | 25 | 25 | 23 | 23 | 22 | 25 |
| 58 | 59 | 60 | 64 | 64 | 61 | 59 | 59 |
| 980 | 1,043 | 1,135 | 1,108 | 1,066 | 1,009 | 875 | 997 |
| 2,160 | 2,242 | 2,254 | 2,279 | 2,182 | 2,140 | 2,147 | 2,087 |
| 2,790 | 2,783 | 2,691 | 2,194 | 1,737 | 1,481 | 1,385 | 1,766 |
| 110 | 101 | 118 | 120 | 121 | 107 | 99 | 90 |
| 265 | 254 | 305 | 274 | 223 | 207 | 192 | 226 |
| 317 | 340 | 286 | 228 | 129 | 70 | 70 | 106 |
| 63 | 54 | 62 | 50 | 64 | 60 | 61 | 61 |
| 51 | 51 | 50 | 48 | 47 | 48 | 47 | 48 |
| 32 | 34 | 34 | 35 | 35 | 34 | 34 | 35 |
| 106 | 110 | 109 | 111 | 117 | 111 | 107 | 106 |
| 16 | 18 | 16 | 15 | 15 | 16 | 16 | 15 |
| 10,080 | 10,232 | 10,462 | 9,744 | 9,014 | 8,522 | 8,092 | 8,798 |
| \$552,917.16 | \$551,706.04 | \$597,058.68 | \$548,521.22 | \$512,336.35 | \$487,486.36 | \$454,357.93 | \$496,116.68 |

STATEMENT

OF STATISTICS FOR THE YEAR ENDING MARCH 31, 1896.

| Commodities. | Total Quantities. | Total No. of Pounds. |
|--------------------------------|--------------------|-------------------------|
| Merchandise | Lbs. 1,117,622,609 | 1,117,622,609 |
| Lumber, Lath and Shingles..... | " 877,387,035 | 877,387,035 |
| Agricultural Implements..... | " 86,947,990 | 86,947,990 |
| Vehicles..... | " 58,609,626 | 58,609,626 |
| Machinery | " 67,503,655 | 67,503,655 |
| Staves and Headings | " 41,486,691 | 41,486,691 |
| Wool | " 11,142,427 | 11,142,427 |
| Hides | " 26,993,295 | 26,993,295 |
| Oil Cake | " 9,633,118 | 9,633,118 |
| Butter | " 15,817,638 | 15,817,638 |
| Cheese | " 2,345,980 | 2,345,980 |
| Tea | " 1,756,600 | 1,756,600 |
| Coffee | " 19,616,794 | 19,616,794 |
| Lard and Tallow | " 30,806,127 | 30,806,127 |
| Potatoes | " 105,468,937 | 105,468,937 |
| Grass and Flaxseed | " 80,838,689 | 80,838,689 |
| Broom Corn..... | " 8,831,771 | 8,831,771 |
| Mill Stuff | " 175,076,364 | 175,076,364 |
| Ore and Bullion | " 115,376,341 | 115,376,341 |
| Lead | " 54,955,974 | 54,955,974 |
| Tile | " 41,176,708 | 41,176,708 |
| Soap | " 10,973,081 | 10,973,081 |
| Canned Goods..... | " 28,271,167 | 28,271,167 |
| Wire [Fence, etc.]..... | " 54,473,728 | 54,473,728 |
| Dressed Meat..... | " 71,682,956 | 71,682,956 |
| Dried Fruit | " 27,451,893 | 27,451,893 |
| Green Fruit | " 86,990,100 | 86,990,100 |
| White Lead | " 2,986,785 | 2,986,785 |
| Furniture | " 21,751,586 | 21,751,586 |
| Cotton | " 13,682,877 | 13,682,877 |
| Emigrant Movables..... | Cars 3,078 | 61,560,235 |
| Milk..... | Gals. 1,597,242 | 12,777,934 |
| Wheat..... | Bush. 5,097,849 | 305,870,918 |
| Malt | " 475,429 | 17,115,435 |
| Corn | " 13,417,343 | 751,371,226 |
| Rye | " 329,455 | 18,449,467 |
| Oats | " 20,865,986 | 667,711,568 |
| Barley | " 3,450,476 | 165,622,841 |
| Flour..... | Bbls. 1,309,181 | 282,783,149 |
| Salt | " 356,510 | 106,952,966 |
| Lime | " 228,041 | 72,010,206 |
| Cement..... | " 740,986 | 185,246,519 |
| Cured Meats..... | " 318,927 | 108,435,242 |
| Oil | " 505,472 | 192,079,195 |
| Syrup | " 196,793 | 118,075,962 |
| Sugar | " 296,555 | 96,380,310 |
| Whiskey and High Wines..... | " 48,276 | 18,103,379 |
| Ale and Beer..... | " 135,900 | 44,847,166 |
| Eggs | Cases. 751,734 | 41,345,359 |
| Railroad Ties | No. 2,140,300 | 278,239,004 |
| Brick | " 90,098,246 | 360,392,982 |
| Cattle | " 547,582 | 547,582,367 |
| Hogs | " 1,522,183 | 342,491,155 |
| Sheep | " 557,529 | 47,389,961 |
| Horses | " 39,012 | 39,012,155 |
| Ice | Tons. 40,509 | 81,017,446 |
| Coal [Soft] | " 1,280,420 | 2,560,839,650 |
| Coal [Hard] | " 145,339 | 290,677,119 |
| Coke | " 13,663 | 27,325,727 |
| Iron [Pig and Railroad]..... | " 137,907 | 275,813,826 |
| Iron [Manufactured]..... | " 119,762 | 239,523,006 |
| Hay | " 123,891 | 247,782,308 |
| Sand and Gravel | " 205,021 | 410,041,951 |
| Stone | " 253,259 | 506,518,327 |
| Total | | 12,789,044,601 |

SUMMARY.

| | Year Ending March 31, 1884 | Year Ending March 31, 1886. |
|--|-------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains..... | 5,586,064 | 5,510,097 |
| Number of Miles run by Freight Trains..... | 7,510,857 | 8,866,103 |
| Number of Miles run by Switching Trains..... | 3,373,183 | 3,629,933 |
| Number of Miles run by Wood, Gravel and Construction Trains..... | 308,913 | 454,995 |
| Total Number of Miles run..... | 16,789,017 | 18,461,128 |
| Number of Tons Freight carried one Mile..... | 1,078,846,776 | 1,071,763,263 |
| Number of Passengers carried one Mile..... | 204,045,426 | 193,153,346 |
| Earnings per Mile run by Freight Trains..... | \$1.48 | \$1.26 |
| Earnings per Mile run by Passenger Trains..... | .98 | .95 |
| Expenses per Mile run, including Legal Expenses and Taxes..... | .71 | .69 |
| Percentage of Operating Expenses to Earnings..... | 63.2% | 68 |
| Percentage of Expenses and Taxes, to Earnings..... | 68.7% | 72.8% |
| Cost per Ton and per Passenger per Mile, assuming one Passenger equal to one Ton of Freight..... | .0016% | .0116% |
| Aggregate of Tons Freight and Passengers carried one Mile..... | 1,282,892,202 | 1,264,916,609 |
| Amount received per Ton per Mile..... | .0118% | .0105% |
| Amount received per Passenger per Mile..... | .0216% | .0216% |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .14 | .12 |
| Number of Passengers carried one Mile for each mile run by Passenger Trains..... | .36 | .35 |

SEVENTEENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1897.

DIRECTORS AND OFFICERS
OF THE
Chicago, Rock Island & Pacific Railway Co.
FOR 1897.

DIRECTORS.

| | | | |
|--------------------------------|----------|---------------------|-------------|
| R. P. FLOWER..... | New York | OGDEN MILLS..... | New York |
| BENJ. BREWSTER..... | New York | H. H. PORTER..... | Chicago |
| H. R. BISHOP..... | New York | MARSHALL FIELD..... | Chicago |
| HENRY M. FLAGLER..... | New York | JOHN DE KOVEN..... | Chicago |
| ALEXANDER E. ORR..... | New York | W. G. PURDY..... | Chicago |
| DAVID DOWS, JR..... | New York | R. R. CABLE..... | Rock Island |
| F. H. GRIGGS, Davenport, Iowa. | | | |

GENERAL OFFICERS.

| | |
|---|--------------|
| R. R. CABLE, President | Chicago |
| BENJ. BREWSTER, First Vice-President..... | New York |
| W. G. PURDY, Second Vice-President, Treasurer and Secretary | Chicago |
| W. H. TRUESDALE, Third Vice-President and General Manager | Chicago |
| H. A. PARKER, Assistant to the President..... | Chicago |
| GEO. T. BOGGS, Assistant Treasurer and Assistant Secretary..... | New York |
| J. F. PHILLIPS, Assistant Treasurer and Assistant Secretary..... | Chicago |
| C. F. JILSON, Assistant Treasurer..... | Topeka, Kan. |
| W. I. ALLEN, Assistant General Manager..... | Chicago |
| J. M. JOHNSON, Traffic Manager..... | Chicago |
| A. J. HITT, General Superintendent..... | Chicago |
| S. C. MATTHEWS, Auditor..... | Chicago |
| JOHN SEBASTIAN, General Passenger and Ticket Agent..... | Chicago |
| H. GOWER, General Freight Agent—Lines East of Missouri River | Chicago |
| E. B. BOYD, General Freight Agent—Lines West of Missouri River..... | Topeka, Kan. |
| F. A. MARSH, Purchasing Agent | Chicago |
| ROBERT MATHER, General Attorney..... | Chicago |
| M. A. LOW, General Attorney | Topeka, Kan. |
| J. L. DREW, Land Commissioner | Davenport |
| CORN EXCHANGE BANK, Register of Stock | New York |

EXECUTIVE COMMITTEE.

| | | |
|---------------|-----------------|---------------|
| R. R. CABLE. | BENJ. BREWSTER. | H. R. BISHOP. |
| H. H. PORTER. | MARSHALL FIELD. | |

SEVENTEENTH ANNUAL REPORT
OF THE
DIRECTORS TO THE STOCKHOLDERS
OF THE
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

The Board of Directors submit the following report for the year ending March 31, 1897:

| | |
|--|-----------------|
| Gross Earnings were..... | \$17,146,652.71 |
| Operating Expenses and Taxes..... | 11,612,827.25 |
| Net Earnings..... | \$ 5,533,825.46 |
| Add net cash receipts of land sold..... | 11,916.12 |
| " Discount on \$23,000—5% Ext. and Col. Bonds purchased for account of the Sinking Fund under the Mortgage..... | 326.25 |
| Net Income..... | \$ 5,546,067.83 |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$3,321,525.00 |
| " Rentals of Leased Lines..... | 681,729.91 |
| " Rentals and Tolls Missouri River Bridges..... | 99,216.65 |
| " Dividend on Capital Stock—2%..... | 923,116.00 |
| | 5,025,587.56 |
| Surplus for the year..... | \$ 520,480.27 |

The Capital Stock and Bonded Debt of the Company is as follows:

| | |
|---|-----------------|
| Capital Stock issued..... | \$46,155,800.00 |
| Fractional Scrip convertible into Stock..... | 200.00 |
| Six per cent Mortgage Bonds..... | 12,500,000.00 |
| Five per cent Extension & Collateral Bonds..... | \$40,712,000.00 |
| Less Bonds purchased for account Sinking Fund..... | 318,000.00 |
| | 40,394,000.00 |
| Five per cent Thirty Year Debenture Bonds..... | 4,500,000.00 |
| Seven per cent C. & S. W. Ry. Bonds Guaranteed..... | 5,000,000.00 |

Main Line and Branch Railroads owned, leased and operated by the Chicago, Rock Island & Pacific Railway Company at the date of this report, are as follows:

LINES OWNED.

| | MILES. | |
|--|--------|----------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 499.62 | |
| Davenport, Iowa, to Atchison, Kan..... | 341.84 | |
| Edgerton Junc., Mo., to Leavenworth, Kan..... | 20.31 | |
| ✓ Washington, Iowa, to Knoxville, Iowa..... | 79. | |
| South Englewood, Ill., to South Chicago, Ill..... | 7.50 | ✓ |
| ✓ Wilton, Iowa, to Muscatine, Iowa..... | 11.98 | ✓ |
| ✓ Wilton, Iowa, to Lime Kiln, Iowa..... | 6.08 | ✓ |
| ✓ Newton, Iowa, to Monroe, Iowa..... | 17. | ✓ |
| - Des Moines, Iowa, to Indianola and Winterset, Iowa.... | 47.07 | 47.84 |
| Menlo, Iowa, to Guthrie Center, Iowa..... | 14.58 | 14.84 |
| Atlantic, Iowa, to Audubon, Iowa..... | 24.54 | 25.23 |
| Atlantic, Iowa, to Griswold, Iowa..... | 14.71 | 14.49 |
| Avoca, Iowa, to Carson, Iowa..... | 17.61 | 17.93 |
| ✓ Avoca, Iowa, to Harlan, Iowa..... | 11.84 | |
| Mt. Zion, Iowa, to Keosauqua, Iowa..... | 4.50 | |
| Altamont, Mo., to St. Joseph, Mo..... | 49.66 | |
| South St. Joseph, Mo., to Rushville, Mo..... | 14.70 | |
| Kansas City, Mo., to Armourdale, Kan..... | 2.40 | |
| South Omaha, Neb., to Jansen, Neb..... | 107.05 | |
| Elwood, Kan., to Liberal, Kan..... | 439.54 | |
| Herington, Kan., to Terral, Ind. Ter..... | 349.07 | |
| Herington, Kan., to Salina, Kan..... | 49.30 | |
| Horton, Kan., to Roswell, Colo..... | 568.65 | |
| ✓ Fairbury, Neb., to Nelson, Neb..... | 51.53 | |
| McFarland, Kan., to Belleville, Kan..... | 103.98 | |
| Dodge City, Kan., to Bucklin, Kan..... | 26.64 | |
| Total miles owned..... | | 2,880.70 |

LINES LEASED.

| | | |
|--|--------|--------|
| Bureau, Ill., to Peoria, Ill..... | 46.70 | ✓ |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.20 | ✓ |
| Des Moines, Iowa, to Fort Dodge and Ruthven, Iowa... | 143.76 | ✓ |
| Total miles leased..... | | 352.66 |

TRACKAGE RIGHTS.

| | | |
|---|--------|----------|
| Over Hannibal and St. Joseph R. R.— | | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 | |
| Over Union Pacific Ry.— | | |
| Council Bluffs, Iowa, to South Omaha, Neb..... | 7.02 | |
| Kansas City, Mo., to North Topeka, Kan..... | 67.35 | |
| Limon, Colo., to Denver, Colo..... | 89.78 | |
| Over Denver and Rio Grande R. R.— | | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 | |
| Total Miles trackage rights..... | | 338.05 |
| Total miles of road over which trains are operated..... | | 3,571.41 |

The road is located in different states, as follows :

| |
|---|
| 236.07 miles in Illinois. |
| 1,068.67 " " Iowa. |
| 287.95 " " Missouri. |
| 1,124.30 " " Kansas. |
| 253.19 " " Nebraska. |
| 376.94 " " Colorado. |
| 106.89 " " Indian Territory. |
| 117.40 " " Oklahoma Territory. |
| <hr/> 3,571.41 miles |
| 201.89 miles of second track. |
| 10.59 " " third track. |
| 713.57 " " side track. |
| <hr/> Equal to 4,497.46 " " single track. |

Statement showing the details of Earning and Percentage of Operating Expenses as compared with the previous fiscal year :

| Sources of Revenue. | Year Ending March 31, 1897. | Year Ending March 31, 1896. |
|-------------------------------------|--------------------------------|--------------------------------|
| Passenger Transportation. | \$ 4,072,126.64 | \$ 4,445,952.85 |
| Freight " | 11,229,175.33 | 11,159,100.26 |
| Mail " | 562,512.28 | 540,259.86 |
| Express " | 409,200.00 | 409,200.00 |
| Rents, Interest, etc. | 867,021.45 | 797,266.08 |
| Earnings from Telegraph Lines. | 6,617.01 | 7,874.27 |
| Total Gross Earnings. | \$17,146,652.71 | \$17,359,653.32 |
| EXPENDITURES. | | |
| Operating Expenses. | \$10,743,148.23 | \$10,977,321.13 |
| Taxes. | 869,679.02 | 889,272.92 |
| Net Earnings. | \$ 5,533,825.46 | \$ 5,493,059.27 |
| Percentage of Operating Expenses to | | |
| Gross Earnings. | 62.85% | 63.16% |
| Same, including Taxes. | 67.16% | 68.16% |

PASSENGER EARNINGS.—In comparison with the previous year, Passenger Earnings show a decrease of \$373,826.21, or 8.41% per cent, which is made up of a decrease in earnings from connecting lines of \$30,947.30, or 4.18% per cent, and a decrease from business originating on our own line of \$342,878.91, or 9.14% per cent.

The total number of passengers carried decreased 408,189, or 7.18% per cent.

The number of first class passengers carried decreased 406,549½, or 7½ per cent.

The number of second class and emigrant passengers carried decreased 1,639½, or 8½ per cent.

The number of passengers carried one mile decreased 25,960,609, or 12½ per cent.

The average distance traveled by each passenger during the year ending March 31, 1896, was 40 miles, and during the past year 38 miles.

The number of through passengers (passengers delivered to or received from connecting lines) decreased 24,287½, or 12½ per cent, and the number of way (local) passengers decreased 383,901½, or 7½ per cent.

Of all the passengers carried, 2,371,064, or 50½ per cent, traveled West, and 2,352,153, or 49½ per cent traveled East.

The rate per passenger per mile for the year ending March 31, 1896, was 2½ cents, and for the year ending March 31, 1897, was 2½ cents.

The passenger business at 167 stations shows an increase during the year of \$74,111.39, and at 364 stations, a decrease of \$447,937.60.

The number of passengers carried shows an increase during the year, at 215 stations, of 111,613, and a decrease at 314 stations of 519,802.

FREIGHT EARNINGS.—Freight Earnings for the year increased \$70,075.07, or ½ per cent.

The revenue from Through Freight (freight delivered to or received from connecting lines) increased \$256,675.96, or 4½ per cent, while the revenue from Local Freight decreased \$186,600.89, or 3½ per cent.

Of the entire Freight Earnings, 56½ per cent was from Through Freight, and 43½ per cent from Local Freight.

The movement of freight as compared with the previous year, shows an increase of 97,646 tons, or 1½ per cent, while the rate per ton per mile has decreased from 1½ cents to 1½ cents.

GROSS EARNINGS show a decrease of \$213,000.61, or $1\frac{2}{3}\%$ per cent.

OPERATING EXPENSES show a decrease of \$234,172.90, or $2\frac{1}{3}\%$ per cent.

TAXES decreased \$19,593.90, or $2\frac{1}{3}\%$ per cent.

Full details of the foregoing, as also statements of Assets and Liabilities, Income Account and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Account for the year is as follows:

| | |
|--|---------------------|
| For Land, Land Damages..... | \$ 49,842.84 |
| " New Depots, Shops, Water Stations, etc..... | 31,101.34 |
| " New Machinery for Shops..... | 3,410.32 |
| " Fences, Crossings and Signs..... | 4,989.04 |
| " Additional Second Tracks ($\frac{2}{3}\%$ miles)..... | 3,929.06 |
| " Additional Side Tracks ($10\frac{1}{3}\%$ miles)..... | 91,215.99 |
| " Reducing Grade and Change of Line..... | <u>69,630.35</u> |
| " New Mississippi River Bridge..... | 148,232.64 |
| " New Equipment..... | 4,633.04 |
| " Track Elevation in Chicago..... | <u>254,000.49</u> |
| | <u>\$660,985.11</u> |

LAND, LAND DAMAGES.—The more important purchases for this account were for additional yard facilities at La Salle, Ill., Davenport, Iowa, and Topeka, Kan.; for gravel pit at Joliet, Ill., and additional land necessary for change in line on South-Western Division.

MASONRY, BRIDGES AND CULVERTS.—Pile, Trestle and Wooden Span Bridges aggregating in length 18,741 feet, or $3\frac{1}{3}\%$ miles, have been replaced by permanent structures or filled with earth at a cost of \$219,910.33, which amount has been charged to Operating Expenses.

NEW BUILDINGS.—The principal items charged to this account are :

An addition of eighteen stalls to Round House and an addition to Machine Shops 80 feet long at Valley Junction, Iowa. The above structures are built of brick.

Elevators of 8,500 bushels capacity each, at Whiting and Holton, Kan.

FENCES, CROSSINGS AND SIGNS.—Interlocking plants have been erected at Carnforth, Iowa, and Grand Junction, Iowa, crossings of the Chicago & North-Western Railway Company.

ADDITIONAL SECOND TRACK.—Second track has been extended on South-Western Division through Muscatine, Iowa, and across the new Mississippi River Bridge, between Rock Island, Ill., and Davenport, Iowa.

SIDE TRACKS.—New side tracks aggregating $10\frac{1}{2}$ miles have been constructed on the various Divisions of the road.

REDUCING GRADE AND CHANGE OF LINE.—On the South-Western Division, between Mercer and Alvord, Mo., and near Centerville, Iowa, extensive changes have been made, whereby the line has been straightened and grades reduced.

NEW MISSISSIPPI RIVER BRIDGE.—The bridge over the Mississippi River, between Rock Island, Ill., and Davenport, Iowa, having become too small to accommodate the increased traffic, both for the railroad and public travel, the United States Government, being joint owner with this Company of the old bridge, by Act of Congress approved March 2, 1895, decided to erect on the old piers a new double-deck bridge of sufficient capacity to allow the Railroad Company to double track the structure. Work was commenced in November, 1895, and completed in December, 1896. The structure is entirely of steel and iron, 1,850 feet long. This Company's proportion of the cost of the new bridge has been \$305,732.64; of this amount the additional cost, \$148,232.64, due to making a double track structure, was charged Construction Account, and the balance, \$157,500.00, that is, the amount which it would have been necessary to expend to replace the old bridge with a single track structure, has been charged to Repairs of Bridges.

EQUIPMENT.—Eight (8) large Locomotives and Three Hundred and Sixty-nine (369) Box Freight and Coal Cars (capacity 20 to 30 tons) have been purchased or built during the year, to take the place of old and worn out equipment. The entire cost of same has been charged to Operating Expenses.

TRACK ELEVATION IN CHICAGO.—During the year track elevation was extended from 46th Street to 59th Street. The expense of this work is shared jointly with the Lake Shore & Michigan Southern Railway Company. Of the work done during the past year, our proportion of cost has been \$254,000.49. The mileage of road in Chicago now covered by track elevation is $3\frac{1}{8}$ miles, leaving $2\frac{1}{8}$ miles yet to be elevated, under the requirements of the City Ordinance, dated July 9th, 1894.

The Directors desire to express to the Officers and Employes of the Company, their appreciation of the manner in which the business has been conducted during the past year.

All of which is respectfully submitted.

R. R. Cable

President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
DAVENPORT, MAY 1, 1897.

R. R. CABLE, ESQ., *President:*

SIR,—I respectfully submit a report of the business of this office, in respect to the Land Grants of the Company, for the fiscal year ended March 31, 1897.

Of lands to which title is perfect, there have been sold 160 acres, for a consideration of \$1,980.00. Lots in the town of Audubon have been sold to the amount of \$1,210.00.

Quit claims have been made for $749\frac{4}{10}$ acres, for which the sum of \$66.25 has been received.

The bills receivable have been decreased by collections during the year, so that they now stand at \$29,577.05, or \$6,919.21 less than at last report. The amount of interest and rent collected was \$2,206.74.

Remittances have been made to the Treasurer of the Company on account of receipts, to the amount of \$11,916.12.

Not including land in town limits which has been subdivided, the land unsold, to which the title is undisputed, is now $1,083\frac{3}{10}$ acres.

On land and lots unsold, January 1, 1897, the taxes have amounted to \$522.27.

Respectfully,

J. L. DREW,

Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK, AND
COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1897. | Year Ending March 31, 1896. |
|---|--------------------------------|--------------------------------|
| Ties used.....No. | 1,006,839 | 902,746 |
| " cost.....\$ | 358,395.97 | 362,576.98 |
| Steel Rails laid.....Gross Tons | 13,647 | 8,872 |
| " " cost.....\$ | 376,570.63 | 207,447.73 |
| Railroad Spikes used.....Lbs. | 690,800 | 761,600 |
| " " cost.....\$ | 11,691.30 | 13,066.26 |
| Joint Splices used.....Lbs. | 861,792 | 1,154,014 |
| " " cost.....\$ | 11,173.76 | 13,215.54 |
| Bolts, Nuts, and Fastenings cost.....\$ | 13,998.88 | 13,359.07 |
| Track Relaid with New Steel.....miles | 112.88 | 70.48 |
| " " " " Ties....." | 347.88 | 311.88 |
| Wire Fencing cost.....\$ | 2,281.14 | 4,176.21 |

1 364

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICES PERFORMED, AND LEADING
ITEMS OF REPAIRS, IN COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1897. | Year Ending March 31, 1896. |
|--|--------------------------------|--------------------------------|
| Locomotives.....No. | 564 | 564 |
| Miles Run during Year..... | 16,632,587 | 16,789,017 |
| Average Miles Run per Engine..... | 29,490 | 29,768 |
| Cords of Wood consumed by Locomotives..... | 4,349 | 13,558 |
| Tons of Coal consumed by Locomotives..... | 537,929 | 554,690 |
| Total Cost of Fuel consumed by Locomotives \$ | 954,419.65 | 1,022,918.55 |
| Total Cost of Repairs of Locomotives.....\$ | 540,096.02 | 575,163.14 |
| Cost of Repairs per Mile Run.....cts. | 3.25 | 3.43 |
| Cost of Oil, Tallow and Waste per Mile Run..... | .16 | .17 |
| Cost of Fuel per Mile Run..... | 5.74 | 6.09 |
| Cost of Engineers, Firemen and Wipers per Mile Run..... | 6.64 | 6.67 |
| Average No. of Cars in Passenger Trains..No. | 5.03 | 5.02 |
| Average No. of Cars in Freight Trains.... | 20.29 | 19.52 |
| Average No. of Miles Run per Ton of Coal. | 30.67 | 29.54 |
| New Engines built to replace old and worn out..... | 8 | 5 |
| New Fire Boxes to replace old and worn out..... | 28 | 30 |
| New Steel Tires to replace old and worn out..... | 168 | 353 |
| New Cylinders to replace old and broken.... | 31 | 51 |
| New Driving Wheels..... | 84 | 111 |
| New Tender Frames..... | 25 | 33 |
| New Tanks..... | 3 | 3 |
| New Engine and Tender Trucks..... | 58 | 74 |
| New Steel Driving Axles..... | 98 | 104 |
| New Smoke Stacks..... | 73 | 92 |
| New Engine Cabs..... | 29 | 34 |
| New Pilots..... | 28 | 39 |
| New Crank Pins..... | 393 | 466 |
| New Steel Piston Rods..... | 215 | 266 |
| New Injectors..... | 7 | 5 |
| New Cross Heads..... | 29 | 53 |
| New Flues.....Sets. | 38 | 48 |
| Flues Reset..... | 205 | 253 |
| New Flue Sheets.....No. | 23 | 35 |
| New Air Brakes.....Sets. | 3 | 8 |
| Engine Tires Turned..... | 268 | 217 |
| Engines thoroughly Repaired.....No. | 245 | 309 |
| Engines Painted and Varnished..... | 423 | 500 |
| Wheels and Axles used.....Pairs | 2,214 | 2,043 |

STATEMENT

SHOWING NUMBER OF CARS, SERVICE PERFORMED, ITEMS OF REPAIRS,
AND A COMPARISON WITH PREVIOUS YEAR.

| Cars. | Year Ending March 31, 1897. | Year Ending March 31, 1896. |
|--|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Sleeping Coaches | 41 | 47 |
| Passenger Coaches, all classes | 305 | 305 |
| Baggage, Mail, and Express Cars | 84 | 81 |
| Railway Postal Cars | 11 | 11 |
| Dining Cars | 9 | 12 |
| Business and Paymasters' Cars | 6 | 6 |
| Total | 456 | 462 |
| In Freight Service— | | |
| Box Freight Cars | 10,667 | 10,588 |
| Live Stock Cars | 2,399 | 2,399 |
| Platform and Coal Cars | 2,961 | 2,964 |
| Drovers' Caboose and other Cars | 361 | 363 |
| Total | 16,388 | 16,314 |
| Gravel, Hand, and other Cars used in Repairs of Roadway, Track, and Bridges | 1,448 | 1,467 |
| Number of Miles Run by Cars in Passenger Service during the Year | 27,219,520 | 28,087,355 |
| Number of Miles Run by Cars in Freight Service during the Year | 147,642,812 | 146,636,530 |
| Number of Miles Run by Cars in Repairs and Con- struction Work | 2,310,667 | 2,164,673 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

| | | |
|---|---|-----|
| Rebuilt to Replace Worn Out or Destroyed Cars. | { Freight Cars (all kinds) | 369 |
| Thoroughly Repaired. | { Sleeping Cars | 4 |
| | { Passenger Coaches | 62 |
| | { Dining Cars | 1 |
| | { Baggage, Mail, and Express Cars | 36 |
| Ordinary Repairs. | { Sleeping Cars | 27 |
| | { Passenger Coaches | 142 |
| | { Dining Cars | 3 |
| | { Baggage, Mail, and Express Cars | 32 |
| New Upholstered. | { Sleeping Cars | 12 |
| | { Passenger Coaches | 58 |
| Repaired and Repainted. | { Drovers' and Caboose Cars | 85 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

CONTINUED.

| | |
|---|---------|
| Freight Cars Furnished with New Roofs..... | 430 |
| “ “ Furnished with New Floors..... | 226 |
| “ “ Repainted..... | 815 |
| “ “ Roofs Repainted..... | 1,013 |
| “ “ Automatic Couplers applied..... | 366 |
| Number of Wheels used in Repairs..... | 5,517 |
| Number of Axles used in Repairs..... | 356 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year..... | 100,640 |

STATEMENT

SHOWING COMPARATIVE PASSENGER MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1897. | Year Ending March 31, 1896. |
|--|--------------------------------|--------------------------------|
| Number of Passengers carried during year... | 4,723,217 | 5,131,406 |
| “ “ “ First Class..... | 4,705,287½ | 5,111,837 |
| “ “ “ Second Class and Emgt. | 17,929½ | 19,569 |
| “ “ “ Through..... | 175,896 | 200,183½ |
| “ “ “ Way..... | 4,547,321 | 4,931,222½ |
| “ “ “ Moving East..... | 2,352,153 | 2,556,974½ |
| “ “ “ Moving West..... | 2,371,064 | 2,574,431½ |
| “ “ “ Carried One Mile..... | 178,084,817 | 204,045,426 |
| Equivalent to carrying each Passenger..... | 38 Miles | 40 Miles |
| Average Rate per Passenger per mile..... | \$.02187 | \$.02288 |
| Earnings of Sleeping Cars for year..... | 47,457.80 | 44,010.79 |
| Earnings of Dining Cars for year..... | 55,676.05 | 64,674.67 |
| Earnings from Excess Baggage for year..... | 74,858.43 | 75,285.86 |
| Earnings from Transportation of Passengers.. | 3,894,134.36 | 4,261,981.53 |
| Total Passenger Earnings..... | 4,072,126.64 | 4,445,952.85 |
| Average for each Passenger carried..... | \$.86 | \$.87 |

Decrease in Number of Passengers carried..... 408,189 or 7.8% per cent.

Decrease in Movement of Passengers One Mile.. 25,960,609 “ 12.3% “

Decrease in Passenger Earnings.....\$373,826.21 “ 8.1% “

STATEMENT OF PASSENGER BUSINESS

C., R. I. & P. R'Y FOR THE YEAR ENDING MARCH 31, 1897.

| Months. | Dining Car Earnings. | Excess Baggage. | Sleeping Car Earnings. | Total Amount Passenger Earnings. | First Class Passengers. | Second Class and Emigrant Passengers. | Total Passengers. | Through Passengers. | Way Passengers. | Passengers East. | Passengers West. | Passengers Carried One Mile. |
|--------------|----------------------|-----------------|------------------------|----------------------------------|-------------------------|---------------------------------------|-------------------|---------------------|-----------------|------------------|------------------|------------------------------|
| April, 1896. | 5,095.05 | 6,371.70 | 2,846.86 | 338,145.72 | 407,220† | 2,155† | 409,376 | 13,764† | 395,611† | 206,251† | 203,124† | 14,348,506 |
| May, " | 5,429.51 | 7,837.90 | 4,746.58 | 351,806.61 | 410,478† | 1,964 | 412,442† | 14,316 | 398,126† | 203,742 | 208,700† | 15,257,013 |
| June, " | 5,452.85 | 9,393.23 | 5,864.19 | 380,575.71 | 402,931 | 1,632 | 404,563 | 15,998 | 388,565 | 203,071 | 201,492 | 16,641,575 |
| July, " | 5,654.09 | 7,605.64 | 5,488.47 | 387,792.22 | 381,754 | 1,299 | 383,053 | 16,854 | 366,199 | 190,423† | 192,629† | 17,283,221 |
| August, " | 5,557.63 | 6,191.45 | 5,678.15 | 394,470.12 | 372,951† | 1,331 | 374,282† | 19,706 | 354,576† | 187,524† | 186,758 | 17,157,229 |
| Sept., " | 5,226.21 | 5,449.63 | 6,032.86 | 402,988.83 | 436,520 | 1,641† | 438,161† | 19,358 | 418,803† | 217,899 | 220,262† | 17,832,761 |
| Oct., " | 4,305.41 | 6,178.28 | 4,965.49 | 353,493.53 | 414,905† | 1,752 | 416,657† | 16,796† | 399,861 | 207,656 | 209,001† | 15,979,647 |
| Nov., " | 3,905.38 | 5,434.64 | 2,124.50 | 292,886.26 | 363,424 | 1,459† | 364,859† | 11,647 | 353,212† | 180,387 | 184,472† | 12,648,312 |
| Dec., " | 3,977.61 | 5,651.23 | 3,080.59 | 325,473.30 | 403,329† | 1,781 | 404,789 | 13,694† | 391,094† | 202,985 | 201,804 | 14,454,152 |
| Jan., 1897. | 3,637.72 | 5,897.49 | 1,966.85 | 272,896.51 | 364,857† | 781 | 365,638† | 9,877 | 355,761† | 181,222 | 184,416† | 11,577,535 |
| Feb., " | 3,230.00 | 4,254.27 | 1,527.16 | 253,513.56 | 345,348 | 861† | 346,209† | 9,865† | 336,344 | 172,234† | 173,975 | 11,401,917 |
| March, " | 4,204.59 | 4,592.97 | 3,106.30 | 318,086.27 | 401,567† | 1,617 | 403,184† | 14,019 | 389,165† | 198,757 | 204,427† | 13,502,949 |
| Total... | \$55,676.05 | \$74,858.43 | \$47,457.80 | \$4,072,126.64 | 4,705,287† | 17,929† | 4,723,217 | 175,896 | 4,547,321 | 2,352,153 | 2,371,064 | 178,084,817 |

| | | |
|--|---------|---------|
| | 1896-7. | 1896-8. |
| Average rate per mile per passenger..... | .02,00% | .02,00% |
| Average mileage per passenger..... | 38 | 40 |

STATEMENT

SHOWING COMPARATIVE FREIGHT MOVEMENT AND EARNINGS FOR
THE YEAR ENDING MARCH 31, 1897.

| | | |
|---|--------------------------|---|
| Amount of Freight transported during the year ending March 31, 1897 | 12,984,336,199 lbs. | ✓ |
| Previous year..... | 12,789,044,601 | " |
| Increase $1\frac{5}{100}$ per cent..... | 195,291,598 | " |
| Total paying Freight carried one mile..... | 1,175,517,765 tons | |
| Previous year..... | 1,078,846,776 | " |
| Increase $8\frac{2}{100}$ per cent..... | 96,670,989 | " |
| Average Rate per ton per mile..... | .00 $\frac{7}{100}$ cts. | |
| Previous year..... | .01 $\frac{1}{100}$ | " |
| Number of Loaded Cars moving East..... | 242,754 | |
| Number of Loaded Cars moving West..... | 206,105 | |
| Total Number of Loaded Cars..... | 448,859 | |
| Average Tonnage per Loaded Car..... | 14 $\frac{23}{100}$ tons | |
| Average Distance each Ton of Freight was carried during the year ending March 31, 1897 | 197 miles | |
| Previous year..... | 184 | " |
| Receipts from Freight, year ending March 31, 1897.... | \$11,229,175.33 | |
| Receipts from Freight, year ending March 31, 1896.... | 11,159,100.26 | |
| Increase $\frac{5}{100}$ per cent..... | 70,075.07 | |
| Carried for Company's use..... | 1,837,628,536 lbs. | |
| Carried for Company's use one mile..... | 104,581,157 tons | |
| Which, at average rate received, amounts to..... | \$1,003,979.11 | |
| For which no charge has been made. | | |

STATEMENT **OF GROSS EARNINGS FOR THE YEAR ENDING MARCH 31, 1897.**

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|----------------|----------------|-----------------|----------------|-----------------|
| 1896. | April..... | \$ 338,145.72 | \$ 807,847.87 | \$ 113,824.16 | \$ 1,259,817.75 |
| | May..... | 351,805.61 | 837,650.99 | 110,283.67 | 1,299,740.27 |
| | June..... | 380,575.71 | 829,957.03 | 111,428.12 | 1,321,960.86 |
| | July..... | 387,792.22 | 873,484.40 | 212,802.96 | 1,474,079.58 |
| | August..... | 394,470.12 | 1,050,453.31 | 162,711.12 | 1,607,634.55 |
| | September..... | 402,988.83 | 1,066,238.90 | 138,715.37 | 1,607,943.10 |
| | October..... | 353,493.53 | 1,328,125.29 | 112,621.92 | 1,794,240.74 |
| | November..... | 292,885.26 | 982,288.08 | 110,369.82 | 1,385,523.16 |
| | December..... | 325,473.30 | 916,003.94 | 197,923.32 | 1,439,400.56 |
| | January..... | 272,896.51 | 749,781.54 | 172,049.77 | 1,194,727.82 |
| | February..... | 253,513.56 | 822,701.62 | 170,689.47 | 1,246,904.65 |
| | March..... | 318,086.27 | 964,662.36 | 231,931.04 | 1,514,679.67 |
| | Totals..... | \$4,072,126.64 | \$11,229,175.33 | \$1,845,350.74 | \$17,146,652.71 |
| 1897. | | | | | |
| | | | | | |

STATEMENT

OF DISBURSEMENTS FOR MAINTAINING AND OPERATING THE CHICAGO,
ROCK ISLAND & PACIFIC RAILWAY FOR THE
YEAR ENDING MARCH 31, 1897.

| | |
|---|------------------------|
| General Office Salaries..... | \$ 393,091.58 |
| Legal Expenses..... | 109,821.26 |
| Books, Printing and Stationery..... | 98,076.76 |
| Outside Agencies and Advertising..... | <u>416,591.14</u> |
| Agents and Station Service..... | 1,425,677.09 |
| Station Supplies..... | 158,460.30 |
| Telegraph Expenses..... | 230,072.20 |
| Water Supply..... | <u>155,964.45</u> |
| Repairs of Engines and Tenders..... | <u>540,096.02</u> |
| Engineers, Firemen and Wipers..... | 1,104,387.80 |
| Fuel for Locomotives..... | 954,419.65 |
| Oil, Tallow and Waste..... | <u>27,081.53</u> |
| Repairs of Passenger Cars..... | 239,028.51 |
| Repairs of Sleeping Cars..... | 51,525.12 |
| Repairs of Tourist Cars..... | 2,485.75 |
| Passenger Train Service..... | <u>276,986.06</u> |
| Passenger Train Supplies..... | 59,630.49 |
| Dining Car Expenses..... | 68,004.87 |
| Repairs of Freight Cars..... | <u>591,577.84</u> |
| Freight Train Service..... | 538,265.87 |
| Freight Train Supplies..... | 78,437.32 |
| Freight Car Mileage..... | <u>63,369.95</u> |
| Renewal of Rails..... | 90,417.37 |
| Renewal of Ties..... | 367,427.37 |
| Repairs of Roadway and Track..... | 1,333,707.51 |
| Repairs of Fences, Crossings and Signs..... | 55,640.11 |
| Repairs of Bridges, Culverts and Cattle Guards..... | <u>593,133.99</u> |
| Repairs of Buildings and Fixtures..... | <u>269,364.93</u> |
| Loss and Damage of Goods and Baggage..... | 56,448.88 |
| Injuries to Persons..... | 117,603.07 |
| Cattle Killed and Damage to Property..... | 24,722.80 |
| Contingent Account..... | 251,630.64 |
| Tax Account..... | 869,679.02 |
| Total..... | <u>\$11,612,827.25</u> |

CONDENSED BALANCE SHEET

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, APRIL 1, 1897.

CREDIT BALANCES.

LIABILITIES.

| | | |
|---|---------------|-------------------------|
| Capital Stock fixed \$50,000,000; amount issued \$46,155,800.00 | | |
| Fractional Scrip outstanding, convertible into Stock..... | 200.00 | |
| | | \$46,156,000.00 |
| Six per cent Mortgage Coupon Bonds..... | 4,605,000.00 | |
| Six per cent Mortgage Registered Bonds.... | 7,895,000.00 | |
| | | 12,500,000.00 |
| Five per cent Extension Coupon Bonds..... | 35,387,000.00 | |
| Five per cent Extension Registered Bonds.. | 5,325,000.00 | |
| | | 40,712,000.00 |
| Five per cent Debenture Coupon Bonds..... | 4,375,000.00 | |
| Five per cent Debenture Registered Bonds.. | 125,000.00 | |
| | | 4,500,000.00 |
| Chicago & Southwestern Railway Bonds, guaranteed.... | 5,000,000.00 | |
| Addition and Improvement Account..... | 8,213,000.00 | |
| Accounts Payable..... | 536,991.47 | |
| Profit Balance to Income Account..... | 2,603,111.38 | |
| | | <u>\$120,221,102.85</u> |

DEBIT BALANCES.

ASSETS.

| | |
|--|-------------------------|
| Cost of Road and Equipment, including all Branch Roads owned by the Company..... | \$103,890,757.36 |
| Cost of Track Elevation in Chicago..... | 601,857.42 |
| Cost of Railroad Bridge at Rock Island..... | 964,128.96 |
| Capital Stock and Bonds of Connecting Roads..... | 6,205,121.80 |
| Loans and other Investments..... | 558,263.02 |
| Advances made to the Chicago, Rock Island & Texas Ry. Co., as per agreement dated January 2, 1893..... | 1,956,961.43 |
| C., R. I. & P. Ry. Co. Capital Stock on hand..... | 12,100.00 |
| C., R. I. & P. Ry. Co. Six per cent Mortgage Bonds on hand..... | 400,000.00 |
| Sinking Fund Account, First Mortgage Extension and Collateral Five per cent Bonds purchased..... | 318,000.00 |
| Stock of Material, Fuel, etc., on hand.. | 1,050,053.43 |
| Accounts Receivable..... | 778,258.81 |
| Cash and Cash Assets..... | 3,485,600.62 |
| | <u>\$120,221,102.85</u> |

ACCOUNT.

COMPANY, FROM APRIL 1, 1896, TO MARCH 31, 1897.

| | |
|----------|---|
| 1896. | |
| April 1. | By Balance from previous year.....\$ 2,082,631.11 |
| 1897. | |
| Mar. 31. | " Gross Earnings from April 1, 1896, to March 31, 1897..... 17,146,652.71 |
| Mar. 31. | " Receipts from Land Department..... 11,916.12 |
| Mar. 31. | " Discount on \$23,000.00 5% Ext. and Col. Bonds purchased for account of Sinking Fund.... 326.25 |

\$19,241,526.19

| | |
|----------|--------------------------------|
| 1897. | |
| April 1. | By Balance.....\$ 2,603,111.38 |

ANNUAL

SHOWING NUMBER OF MEN EMPLOYED, SERVICE
YEAR ENDING

| Service. | 1896 April. | May. | June. | July. |
|--|----------------|--------------|--------------|--------------|
| General Offices..... | 364 | 364 | 362 | 363 |
| Engineers, Firemen, and Wipers..... | 1,102 | 1,073 | 1,064 | 1,113 |
| Machinists..... | 687 | 673 | 653 | 663 |
| Boiler Makers..... | 102 | 98 | 97 | 106 |
| Blacksmiths..... | 104 | 101 | 98 | 100 |
| Car Builders and Repairers..... | 821 | 816 | 823 | 840 |
| Telegraph Repairers..... | 22 | 27 | 26 | 28 |
| Train Masters and Dispatchers..... | 61 | 59 | 62 | 65 |
| Conductors, Baggage-men, and Brakemen.. | 997 | 976 | 984 | 1,029 |
| Agents and Station Service..... | 2,137 | 2,059 | 2,119 | 2,058 |
| Track Repairers..... | 2,695 | 2,904 | 2,995 | 3,116 |
| Tankmen..... | 106 | 103 | 107 | 112 |
| Carpenters and Bridge Builders..... | 274 | 291 | 310 | 317 |
| Extra Gangs and Construction Trains..... | 271 | 336 | 330 | 295 |
| Chicago Passenger Station..... | 62 | 61 | 59 | 61 |
| Dining Car Service..... | 48 | 48 | 49 | 49 |
| Division Superintendent's Offices..... | 35 | 35 | 35 | 35 |
| Supply Department Labor..... | 108 | 109 | 109 | 113 |
| Engineering..... | 13 | 13 | 13 | 13 |
| | 10,009 | 10,146 | 10,295 | 10,476 |
| | \$518,528.75 | \$532,805.81 | \$538,278.88 | \$551,962.88 |

Total amount paid during the year.....\$6,294,608.28
Average number of men employed per month.....9,780
Average amount paid per month.....\$524,550.70

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL
MARCH 31, 1897.

| August. | September. | October. | November. | December. | 1897 January. | February. | March. |
|--------------|--------------|--------------|--------------|--------------|------------------|--------------|--------------|
| 365 | 361 | 361 | 365 | 362 | 365 | 368 | 365 |
| 1,156 | 1,167 | 1,320 | 1,256 | 1,243 | 1,184 | 1,130 | 1,146 |
| 660 | 661 | 577 | 538 | 532 | 515 | 522 | 537 |
| 100 | 107 | 96 | 91 | 99 | 100 | 100 | 105 |
| 102 | 106 | 106 | 100 | 96 | 97 | 101 | 92 |
| 820 | 830 | 804 | 797 | 766 | 691 | 705 | 739 |
| 31 | 36 | 33 | 23 | 25 | 28 | 21 | 26 |
| 66 | 66 | 64 | 63 | 65 | 60 | 58 | 60 |
| 1,069 | 1,099 | 1,128 | 1,121 | 1,053 | 1,009 | 977 | 978 |
| 2,104 | 2,224 | 2,128 | 2,124 | 2,096 | 2,030 | 2,038 | 2,074 |
| 3,111 | 3,087 | 3,117 | 2,491 | 1,898 | 1,734 | 1,352 | 1,833 |
| 104 | 109 | 121 | 114 | 108 | 103 | 99 | 101 |
| 376 | 451 | 424 | 305 | 256 | 217 | 208 | 239 |
| 298 | 281 | 283 | 222 | 129 | 112 | 78 | 98 |
| 61 | 61 | 59 | 59 | 60 | 59 | 52 | 59 |
| 50 | 49 | 50 | 47 | 46 | 47 | 45 | 50 |
| 35 | 37 | 36 | 36 | 36 | 37 | 36 | 48 |
| 118 | 117 | 119 | 122 | 132 | 116 | 109 | 110 |
| 13 | 13 | 12 | 10 | 10 | 11 | 10 | 11 |
| 10,639 | 10,862 | 10,838 | 9,884 | 9,012 | 8,515 | 8,009 | 8,671 |
| \$575,633.81 | \$567,804.20 | \$595,986.50 | \$527,161.24 | \$497,099.58 | \$456,734.24 | \$447,404.51 | \$485,208.16 |

STATEMENT

OF TONNAGE, IN POUNDS, CROSSING THE RAILWAY BRIDGE AT
ROCK ISLAND, FOR THE YEAR ENDING MARCH 31, 1897.

| Months. | East. | West. | Totals. |
|---------------------|---------------|---------------|---------------|
| 1896. April | 183,635,734 | 106,664,769 | 290,300,503 |
| May | 200,475,190 | 106,291,627 | 306,766,817 |
| June | 198,937,821 | 101,497,933 | 300,435,754 |
| July | 250,163,327 | 94,602,835 | 344,766,162 |
| August | 344,202,974 | 106,206,159 | 450,409,133 |
| September | 276,100,186 | 123,537,359 | 399,637,545 |
| October | 393,487,080 | 195,256,175 | 588,743,255 |
| November | 199,822,366 | 135,915,387 | 335,737,753 |
| December | 177,768,553 | 103,303,419 | 281,071,972 |
| 1897. January | 151,708,388 | 106,660,507 | 258,368,895 |
| February | 154,173,968 | 106,164,392 | 260,338,360 |
| March | 195,246,334 | 127,381,012 | 322,627,346 |
| Totals | 2,725,721,921 | 1,413,481,574 | 4,139,203,495 |
| Totals last year... | 2,504,707,638 | 1,551,758,319 | 4,056,465,957 |
| Increase | 221,014,283 | ..... | 82,737,538 |
| Decrease ..... | ..... | 138,276,745 | ..... |

STATEMENT

SHOWING THE NUMBER OF LOADED CARS CROSSING THE RAILWAY
BRIDGE AT ROCK ISLAND, FOR THE YEAR ENDING MARCH 31, 1897.

| Months. | East. | West. | Totals. |
|---------------------|--------|--------|---------|
| 1896. April | 7,028 | 5,833 | 12,861 |
| May | 8,000 | 6,332 | 14,332 |
| June | 7,329 | 5,957 | 13,286 |
| July | 8,086 | 6,095 | 14,181 |
| August | 8,071 | 6,298 | 14,369 |
| September | 9,869 | 6,341 | 16,210 |
| October | 12,401 | 7,394 | 19,795 |
| November | 7,358 | 6,190 | 13,548 |
| December | 6,647 | 5,927 | 12,574 |
| 1897. January | 5,858 | 4,765 | 10,623 |
| February | 4,974 | 5,920 | 10,894 |
| March | 6,156 | 5,824 | 11,980 |
| Totals | 91,777 | 72,876 | 164,653 |
| Totals last year... | 93,403 | 81,906 | 175,309 |
| Decrease | 1,626 | 9,030 | 10,656 |

STATEMENT

OF STATISTICS FOR THE YEAR ENDING MARCH 31, 1897.

| Commodities. | Total Quantities. | Total No. of Pounds. |
|--------------------------------|--------------------|-------------------------|
| Merchandise | Lbs. 1,012,410,189 | 1,012,410,189 |
| Lumber, Lath and Shingles..... | " 747,558,907 | 747,558,907 |
| Agricultural Implements..... | " 78,715,460 | 78,715,460 |
| Vehicles | " 34,104,089 | 34,104,089 |
| Machinery..... | " 57,984,267 | 57,984,267 |
| Staves and Headings..... | " 29,161,661 | 29,161,661 |
| Wool..... | " 15,383,176 | 15,383,176 |
| Hides | " 22,418,793 | 22,418,793 |
| Oil Cake..... | " 9,780,848 | 9,780,848 |
| Butter..... | " 16,887,635 | 16,887,635 |
| Cheese..... | " 1,637,775 | 1,637,775 |
| Tea..... | " 3,152,193 | 3,152,193 |
| Coffee..... | " 20,600,268 | 20,600,268 |
| Lard and Tallow..... | " 32,139,969 | 32,139,969 |
| Potatoes..... | " 101,029,356 | 101,029,356 |
| Grass and Flaxseed..... | " 77,018,709 | 77,018,709 |
| Broom Corn..... | " 5,379,057 | 5,379,057 |
| Mill Stuff..... | " 187,479,406 | 187,479,406 |
| Ore and Bullion..... | " 110,179,727 | 110,179,727 |
| Lead..... | " 56,726,557 | 56,726,557 |
| Tile..... | " 37,920,427 | 37,920,427 |
| Soap..... | " 9,892,471 | 9,892,471 |
| Canned Goods..... | " 28,603,162 | 28,603,162 |
| Wire [Fence, etc.]..... | " 47,086,555 | 47,086,555 |
| Dressed Meat..... | " 41,237,742 | 41,237,742 |
| Dried Fruit..... | " 14,173,043 | 14,173,043 |
| Green Fruit..... | " 111,827,437 | 111,827,437 |
| White Lead..... | " 4,245,402 | 4,245,402 |
| Furniture..... | " 21,911,067 | 21,911,067 |
| Cotton..... | " 10,151,517 | 10,151,517 |
| Emigrant Movables..... | Cars 2,211 | 44,220,930 |
| Milk..... | Gals. 1,621,415 | 12,971,319 |
| Wheat..... | Bush. 5,979,063 | 358,743,775 |
| Malt..... | " 397,348 | 14,304,540 |
| Corn..... | " 24,556,912 | 1,375,187,091 |
| Rye..... | " 481,864 | 26,984,377 |
| Oats..... | " 20,755,477 | 664,175,274 |
| Barley..... | " 3,769,283 | 180,925,595 |
| Flour..... | Bbbs. 1,424,342 | 307,657,776 |
| Salt..... | " 373,715 | 112,114,589 |
| Lime..... | " 171,191 | 42,797,761 |
| Cement..... | " 714,930 | 178,732,536 |
| Cured Meats..... | " 240,205 | 81,669,792 |
| Oil..... | " 434,305 | 165,036,046 |
| Syrup..... | " 226,569 | 135,941,362 |
| Sugar..... | " 306,422 | 99,587,057 |
| Whiskey and High Wines..... | " 45,484 | 17,056,415 |
| Ale and Beer..... | " 163,238 | 53,868,641 |
| Eggs..... | Cases. 730,815 | 40,194,800 |
| Railroad Ties..... | No. 1,834,664 | 275,199,656 |
| Brick..... | " 75,775,212 | 303,100,848 |
| Cattle..... | " 653,809 | 653,808,638 |
| Hogs..... | " 1,607,330 | 361,649,328 |
| Sheep..... | " 514,907 | 43,767,135 |
| Horses..... | " 34,864 | 34,863,590 |
| Ice..... | Tons 48,220 | 96,440,509 |
| Coal [Soft]..... | " 1,297,758 | 2,595,515,429 |
| Coal [Hard]..... | " 125,337 | 250,674,047 |
| Coke..... | " 10,698 | 21,395,288 |
| Iron [Pig and Railroad]..... | " 130,727 | 261,454,400 |
| Iron [Manufactured]..... | " 91,476 | 182,952,314 |
| Hay..... | " 93,579 | 187,157,090 |
| Sand and Gravel..... | " 232,772 | 465,544,483 |
| Stone..... | " 195,923 | 391,846,903 |
| Total | | 12,984,336,199 |

SUMMARY.

| | Year Ending March 31, 1897. | Year Ending March 31, 1896. |
|--|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains..... | 5,504,629' | 5,596,064 |
| Number of Miles run by Freight Trains..... | 7,437,841 | 7,510,857 |
| Number of Miles run by Switching Trains..... | 3,352,541 | 3,373,183 |
| Number of Miles run by Wood, Gravel, and Construction Trains..... | 337,576 | 308,913 |
| Total Number of Miles run..... | 16,632,587 | 16,789,017 |
| Number of Tons Freight carried one Mile..... | 1,175,517,765 | 1,078,846,776 |
| Number of Passengers carried one Mile..... | 178,084,817 | 204,045,426 |
| Earnings per Mile run by Freight Trains..... | \$1.51 | \$1.48 |
| Earnings per Mile run by Passenger Trains..... | .92 | .96 |
| Expenses per Mile run, including Legal Expenses and Taxes..... | .70 | .71 |
| Percentage of Operating Expenses to Earnings..... | 62.85% | 63.23% |
| Percentage of Expenses and Taxes to Earnings..... | 67.76% | 68.76% |
| Cost per Ton and per Passenger per Mile, assuming one Passenger equal to one Ton of Freight..... | .00.388 | .00.326 |
| Aggregate of Tons Freight and Passengers carried one Mile..... | 1,353,602,582 | 1,282,892,202 |
| Amount received per Ton per Mile..... | .00.96 | .01.06 |
| Amount received per Passenger per Mile..... | .02.187 | .02.089 |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .15 | .14 |
| Number of Passengers carried one Mile for each mile run by Passenger Trains..... | 32 | 36 |

418

EIGHTEENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1898.

THE RYAN & HART CO., PRINTERS. 22-24 CUSTOM HOUSE PL., CHICAGO.

The Rock Island Road has been a good deal before the public in one way or an-

| Year | Number of cases | Percentage of total |
|------|-----------------|---------------------|
| 1920 | 1 | 0.1% |
| 1921 | 3 | 0.3% |
| 1922 | 5 | 0.5% |
| 1923 | 8 | 0.8% |
| 1924 | 12 | 1.2% |
| 1925 | 15 | 1.5% |
| 1926 | 20 | 2.0% |
| 1927 | 25 | 2.5% |
| 1928 | 30 | 3.0% |
| 1929 | 35 | 3.5% |
| 1930 | 40 | 4.0% |
| 1931 | 45 | 4.5% |
| 1932 | 50 | 5.0% |
| 1933 | 55 | 5.5% |
| 1934 | 60 | 6.0% |
| 1935 | 65 | 6.5% |
| 1936 | 70 | 7.0% |
| 1937 | 75 | 7.5% |
| 1938 | 80 | 8.0% |
| 1939 | 85 | 8.5% |
| 1940 | 90 | 9.0% |
| 1941 | 95 | 9.5% |
| 1942 | 100 | 10.0% |
| 1943 | 105 | 10.5% |
| 1944 | 110 | 11.0% |
| 1945 | 115 | 11.5% |
| 1946 | 120 | 12.0% |
| 1947 | 125 | 12.5% |
| 1948 | 130 | 13.0% |
| 1949 | 135 | 13.5% |
| 1950 | 140 | 14.0% |
| 1951 | 145 | 14.5% |
| 1952 | 150 | 15.0% |
| 1953 | 155 | 15.5% |
| 1954 | 160 | 16.0% |
| 1955 | 165 | 16.5% |
| 1956 | 170 | 17.0% |
| 1957 | 175 | 17.5% |
| 1958 | 180 | 18.0% |
| 1959 | 185 | 18.5% |
| 1960 | 190 | 19.0% |
| 1961 | 195 | 19.5% |
| 1962 | 200 | 20.0% |
| 1963 | 205 | 20.5% |
| 1964 | 210 | 21.0% |
| 1965 | 215 | 21.5% |
| 1966 | 220 | 22.0% |
| 1967 | 225 | 22.5% |
| 1968 | 230 | 23.0% |
| 1969 | 235 | 23.5% |
| 1970 | 240 | 24.0% |
| 1971 | 245 | 24.5% |
| 1972 | 250 | 25.0% |
| 1973 | 255 | 25.5% |
| 1974 | 260 | 26.0% |
| 1975 | 265 | 26.5% |
| 1976 | 270 | 27.0% |
| 1977 | 275 | 27.5% |
| 1978 | 280 | 28.0% |
| 1979 | 285 | 28.5% |
| 1980 | 290 | 29.0% |
| 1981 | 295 | 29.5% |
| 1982 | 300 | 30.0% |
| 1983 | 305 | 30.5% |
| 1984 | 310 | 31.0% |
| 1985 | 315 | 31.5% |
| 1986 | 320 | 32.0% |
| 1987 | 325 | 32.5% |
| 1988 | 330 | 33.0% |
| 1989 | 335 | 33.5% |
| 1990 | 340 | 34.0% |
| 1991 | 345 | 34.5% |
| 1992 | 350 | 35.0% |
| 1993 | 355 | 35.5% |
| 1994 | 360 | 36.0% |
| 1995 | 365 | 36.5% |
| 1996 | 370 | 37.0% |
| 1997 | 375 | 37.5% |
| 1998 | 380 | 38.0% |
| 1999 | 385 | 38.5% |
| 2000 | 390 | 39.0% |
| 2001 | 395 | 39.5% |
| 2002 | 400 | 40.0% |
| 2003 | 405 | 40.5% |
| 2004 | 410 | 41.0% |
| 2005 | 415 | 41.5% |
| 2006 | 420 | 42.0% |
| 2007 | 425 | 42.5% |
| 2008 | 430 | 43.0% |
| 2009 | 435 | 43.5% |
| 2010 | 440 | 44.0% |
| 2011 | 445 | 44.5% |
| 2012 | 450 | 45.0% |
| 2013 | 455 | 45.5% |
| 2014 | 460 | 46.0% |
| 2015 | 465 | 46.5% |
| 2016 | 470 | 47.0% |
| 2017 | 475 | 47.5% |
| 2018 | 480 | 48.0% |
| 2019 | 485 | 48.5% |
| 2020 | 490 | 49.0% |

10 WALK AND 9 PINE ST.
 I MADISON AVE.
 BROKER, APPRAISER
 Dwelling, Investment, and
 Vacant Properties
 FOR SALE OR RENT.
 JOHN N. GOLDING,
 9 Pine Street and 543 Fifth Ave.
 HORACE S. ELY.
 ALFRED E. MARLING
 Horace S. Ely & Co.,
 REAL ESTATE,
 27 West 30th St.
 64 Cedar St.

ROCK ISLAND.

10 WALL AND 9 PINE ST.
MADISON AND

EIGHTEENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1898.

DIRECTORS AND OFFICERS

OF THE

Chicago, Rock Island & Pacific Railway Co.

FOR 1898.

DIRECTORS.

| | | | |
|--------------------------------|----------|----------------------|-------------|
| R. P. FLOWER..... | New York | G. S. BREWSTER..... | New York |
| H. R. BISHOP..... | New York | H. H. PORTER..... | Chicago |
| HENRY M. FRAGLER..... | New York | MARSHALL FIELD..... | Chicago |
| ALEXANDER E. ORR..... | New York | W. G. PURDY..... | Chicago |
| DAVID DOWS, JR..... | New York | W. H. TRUESDALE..... | Chicago |
| OGDEN MILLS..... | New York | R. R. CABLE..... | Rock Island |
| F. H. GRIGGS, Davenport, Iowa. | | | |

GENERAL OFFICERS.

| | |
|---|--------------|
| R. R. CABLE, Chairman of the Board..... | Rock Island |
| W. G. PURDY, President..... | Chicago |
| W. H. TRUESDALE, First Vice-President and General Manager..... | Chicago |
| H. A. PARKER, Second Vice-President..... | Chicago |
| J. F. PHILLIPS, Treasurer..... | Chicago |
| GEO. H. CROSBY, Secretary..... | Chicago |
| GEO. T. BOGGS, Assistant Treasurer and Assistant Secretary..... | New York |
| F. E. HAYNE, Assistant Treasurer and Assistant Secretary..... | Chicago |
| C. F. JILSON, Assistant Treasurer..... | Topeka, Kan. |
| W. I. ALLEN, Assistant General Manager..... | Chicago |
| J. M. JOHNSON, Freight Traffic Manager..... | Chicago |
| A. J. HITT, General Superintendent..... | Chicago |
| S. C. MATTHEWS, Auditor..... | Chicago |
| JOHN SEBASTIAN, General Passenger and Ticket Agent..... | Chicago |
| H. GOWER, General Freight Agent—Lines East of Missouri River..... | Chicago |
| E. B. BOYD, General Freight Agent—Lines West of Missouri River..... | Topeka, Kan. |
| F. A. MARSH, Purchasing Agent..... | Chicago |
| ROBERT MATHER, General Attorney..... | Chicago |
| M. A. LOW, General Attorney..... | Topeka, Kan. |
| J. L. DREW, Land Commissioner..... | Davenport |
| CORN EXCHANGE BANK, Registrar of Stock..... | New York |

EXECUTIVE COMMITTEE.

| | |
|------------------------|-----------------|
| R. R. CABLE, Chairman. | MARSHALL FIELD. |
| H. R. BISHOP. | W. G. PURDY. |
| R. P. FLOWER. | |

EIGHTEENTH ANNUAL REPORT
OF THE
DIRECTORS TO THE STOCKHOLDERS
OF THE
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

The Board of Directors submit the following report for the year ending March 31, 1898:

| | | |
|---|-----------------|----------------|
| Gross Earnings from Operation..... | \$19,548,583.59 | |
| Operating Expenses and Taxes..... | 12,595,965.95 | |
| Net Earnings from Operation..... | \$ 6,952,617.64 | |
| Add Income from Loans and Investments..... | 470,785.03 | |
| “ Net Cash Receipts from land sold..... | 9,000 00 | |
| Net Income..... | \$ 7,432,402.67 | |
| From this amount has been paid— | | |
| For Interest on Bonded Debt..... | \$3,320,450.00 | |
| “ Rentals of Leased Lines..... | 671,565.49 | |
| “ Rentals and Tolls Missouri River Bridges..... | 117,996.73 | |
| “ Dividend on Capital Stock—3%..... | 1,384,674.00 | 4 / 10 / 2.22 |
| “ Premium on \$10,000 — 5% Ext. and Col. | | |
| Bonds purchased for account of Sinking | | |
| Fund under the Mortgage..... | 537.28 | |
| | | 5,495,223.50 |
| Surplus for the year..... | | \$1,937,179.17 |

The Capital Stock and Bonded Debt of the Company is as follows:

| | |
|---|-----------------|
| Capital Stock issued..... | \$46,155,800.00 |
| Fractional Scrip convertible into Stock..... | 200.00 |
| Six per cent Mortgage Bonds..... | 12,500,000.00 |
| Five per cent Extension and Collateral Bonds..... | \$40,712,000.00 |
| Less Bonds purchased for account Sinking Fund..... | 328,000.00 |
| | 40,384,000.00 |
| Five per cent Thirty Year Debenture Bonds..... | 4,500,000.00 |
| Seven per cent C. & S. W. Ry. Bonds Guaranteed..... | 5,000,000.00 |

Main Line and Branch Railroads owned, leased and operated by the Chicago, Rock Island & Pacific Railway Company at the date of this report, are as follows:

LINES OWNED.

| | MILES. |
|--|----------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 500.20 |
| Davenport, Iowa, to Atchison, Kan..... | 341.24 |
| Edgerton Junc., Mo., to Leavenworth, Kan..... | 20.16 |
| Washington, Iowa, to Knoxville, Iowa..... | 79. |
| South Englewood, Ill., to South Chicago, Ill..... | 7.43 |
| Wilton, Iowa, to Muscatine, Iowa..... | 12.04 |
| Wilton, Iowa, to Lime Kiln, Iowa..... | 6.08 |
| Newton, Iowa, to Monroe, Iowa..... | 17.02 |
| Des Moines, Iowa, to Indianola and Winterset, Iowa.... | 47.08 |
| Menlo, Iowa, to Guthrie Center, Iowa..... | 14.44 |
| Atlantic, Iowa, to Audubon, Iowa..... | 24.41 |
| Atlantic, Iowa, to Griswold, Iowa..... | 14.22 |
| Avoca, Iowa, to Carson, Iowa..... | 17.73 |
| Avoca, Iowa, to Harlan, Iowa..... | 11.88 |
| Mt. Zion, Iowa, to Keosauqua, Iowa..... | 4.50 |
| Altamont, Mo., to St. Joseph, Mo..... | 49.35 |
| South St. Joseph, Mo., to Rushville, Mo..... | 15.21 |
| Kansas City, Mo., to Armourdale, Kan..... | 2.40 |
| South Omaha, Neb., to Jansen, Neb..... | 104.30 |
| Elwood, Kan., to Liberal, Kan..... | 439.54 |
| Herington, Kan., to Terral, Ind. Ter..... | 349.07 |
| Herington, Kan., to Salina, Kan..... | 49.30 |
| Horton, Kan., to Roswell, Colo..... | 568.65 |
| Fairbury, Neb., to Nelson, Neb..... | 51.53 |
| McFarland, Kan., to Belleville, Kan..... | 103.98 |
| Dodge City, Kan., to Bucklin, Kan..... | 26.64 |
| Total miles owned..... | 2,877.40 |

LINES LEASED.

| | |
|--|--------|
| Bureau, Ill., to Peoria, Ill..... | 46.99 |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.20 |
| Des Moines, Iowa, to Ft. Dodge and Ruthven, Iowa.... | 143.51 |
| Total miles leased..... | 352.70 |

TRACKAGE RIGHTS.

| | |
|---|----------|
| Over Hannibal and St. Joseph R. R.— | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 |
| Over Union Pacific Ry.— | |
| Council Bluffs, Iowa, to South Omaha Neb..... | 7.02 |
| Kansas City, Mo., to North Topeka, Kan..... | 67.35 |
| Limon, Colo., to Denver, Colo..... | 89.78 |
| Over Denver and Rio Grande R. R.— | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 |
| Total miles trackage rights..... | 338.05 |
| Total miles of road over which trains are operated..... | 3,568.15 |

The road is located in different states as follows:

| | |
|-------------------|-------------------------|
| 236.51 | miles in Illinois. |
| 1,068.76 | " " Iowa. |
| 286.91 | " " Missouri. |
| 1,124.30 | " " Kansas. |
| 250.44 | " " Nebraska. |
| 376.94 | " " Colorado. |
| 106.19 | " " Indian Territory. |
| 118.10 | " " Oklahoma Territory. |
| 3,568.15 | " " |
| 204.94 | miles of second track. |
| 9.43 | " " third track. |
| 709.19 | " " side track. |
| Equal to 4,491.71 | " " single track. |

Statement showing the details of Earnings and Percentage of Operating Expenses as compared with the previous fiscal year:

| Gross Earnings from Operation. | Year Ending March 31, 1898. | Year Ending March 31, 1897. |
|---|--------------------------------|--------------------------------|
| Passenger Transportation | \$ 4,316,817.18 | \$ 4,072,126.64 |
| Freight | 13,835,995.09 | 11,229,175.33 |
| Mail | 567,225.72 | 562,512.28 |
| Express | 409,200.00 | 409,200.00 |
| Rents | 412,274.37 | 867,021.45 |
| Earnings from Telegraph Lines | 7,071.23 | 6,617.01 |
| Total Gross Earnings from Operation. | \$19,548,583.59 | \$17,146,652.71 |
| EXPENDITURES. | | |
| Operating Expenses | \$11,741,403.10 | \$10,743,148.23 |
| Taxes | 854,562.85 | 869,679.02 |
| Net Earnings from Operation | \$ 6,952,617.64 | \$ 5,533,825.46 |
| Percentage of Operating Expenses to Gross Earnings from Operation... | 60.1% | 62.8% |
| Same, including Taxes | 64.1% | 67.7% |

PASSENGER EARNINGS.—In comparison with the previous year, Passenger Earnings show an increase of \$244,690.54, or 6.1% per cent, which is made up of an increase in earnings from connecting lines of \$7,268.24, or 1.1% per cent, and an increase from business originating on our own line of \$237,422.30, or 6.1% per cent.

The total number of passengers carried increased 201,817½, or $4\frac{2}{10}\%$ per cent.

The number of first-class passengers carried increased 200,558½, or $4\frac{2}{10}\%$ per cent.

The number of second-class and emigrant passengers increased 1,259, or $7\frac{1}{10}\%$ per cent.

The number of passengers carried one mile increased 18,752,526, or $10\frac{5}{10}\%$ per cent.

The average distance traveled by each passenger during the year ending March 31, 1897, was 38 miles, and during the past year 40 miles.

The number of through passengers (passengers delivered to or received from connecting lines) increased 28,223, or $16\frac{1}{10}\%$ per cent, and the number of way (local) passengers increased 173,594½, or $3\frac{2}{10}\%$ per cent.

Of all the passengers carried, 2,492,320½, or $50\frac{5}{10}\%$ per cent, traveled West, and 2,432,714, or $49\frac{3}{10}\%$ per cent, traveled East.

The rate per passenger per mile for the year ending March 31, 1897, was $2\frac{18\frac{1}{10}}{100}\%$ cents, and for the year ending March 31, 1898, was $2\frac{19\frac{2}{10}}{100}\%$ cents.

The passenger business at 387 stations shows an increase during the year of \$325,789.94, and at 144 stations, a decrease of \$81,099.40.

The number of passengers carried, shows an increase during the year at 365 stations of 423,358½, and a decrease at 165 stations of 221,541.

FREIGHT EARNINGS.—Freight Earnings for the year increased \$2,606,819.76, or $23\frac{2}{10}\%$ per cent.

The revenue from Through Freight (freight delivered to or received from connecting lines) increased \$1,485,825.95, or $23\frac{5}{10}\%$ per cent, and the revenue from Local Freight increased \$1,120,993.81, or $22\frac{1}{10}\%$ per cent.

Of the entire Freight Earnings, $56\frac{3}{10}\%$ per cent was from Through Freight and $43\frac{7}{10}\%$ per cent from Local Freight.

The movement of freight as compared with the previous year, shows an increase of 1,263,547 tons, or $19\frac{4}{10}\%$ per cent, and the rate per ton per mile has increased from $1\frac{0}{10}\%$ cents to $1\frac{7}{10}\%$ cents.

GROSS EARNINGS from Operation show an increase of \$2,401,930.88, or $14\frac{1}{10}\%$ per cent.

OPERATING EXPENSES show an increase of \$998,254.87, or $9\frac{2}{10}\%$ per cent.

TAXES decreased \$15,116.17, or $1\frac{7}{10}\%$ per cent.

Full details of the foregoing, as also statements of Assets and Liabilities, Income Account and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Account for the year is as follows:

| | |
|---|---------------------|
| For Land, Land Damages..... | \$101,534.19 |
| “ New Depots, Shops, Water Stations, &c..... | 14,186.39 |
| “ Fences, Crossings and Signs..... | 35,856.62 |
| “ Additional Second Track..... | 3,329.72 |
| “ Additional Side Tracks ($15\frac{2}{10}\%$ Miles)..... | 70,058.72 |
| “ Reducing Grades and Change of Line..... | 21,644.48 |
| “ New Equipment..... | 3,579.00 |
| “ Track Elevation in Chicago..... | 187,797.07 |
| | <u>\$437,986.19</u> |
| Less amount received from sale of Equipment..... | 173,787.84 |
| | <u>\$264,198.35</u> |

LAND, LAND DAMAGES.—The more important purchases for this account were for additional yard and terminal facilities at Davenport, Iowa City and Kansas City, and additional land necessary for right-of-way for change of line between Mabel and Cameron, Mo., on South-Western Division.

MASONRY, BRIDGES AND CULVERTS.—Pile, Trestle and Wooden Span Bridges, aggregating in length 13,851 feet, or $2\frac{7}{10}\%$ miles, have been replaced by permanent structures or filled with earth at a cost of \$153,556.00, which amount has been charged to Operating Expenses.

NEW BUILDINGS.—Additional buildings have been constructed during the year as follows:

Brick Paint Shop at Chicago, Ill.

Addition to Machine Shop at Fairbury, Neb.

Six Stall Addition to Round House and sixteen pocket Coal Chute at Armourdale, Kan.

Grain Elevator (8,000 bushels capacity) at Straight Creek, Kan.

FENCES, CROSSINGS AND SIGNS.—Hall Block Signals have been established from 16th to 59th Street, Chicago.

Interlocking Plants have been erected at following points: At Burnside, Ill., with Illinois Central R. R.; at Neola, Iowa, with C., M. & St. P. Ry.; at Seymour, Iowa, with C., M. & St. P. Ry.; at Fairfield, Iowa, with C., B. & Q. R. R.; at Libertyville, Iowa, with Ft. Madison & D. M. R. R.; at Belknap, Iowa, with Wabash R. R.; at Centerville, Iowa, with Keokuk & W. R. R.

SIDE TRACKS.—New Side Tracks aggregating $15\frac{2}{3}$ miles have been constructed on the various Divisions of the road.

REDUCING GRADES AND CHANGE OF LINE.—Work of this character, which has been going on for several years past on the South-Western Division, has been continued during the year by straightening the line between Mabel and Cameron, Mo.

TRACK ELEVATION IN CHICAGO.—During the year track elevation was extended from 39th Street to 46th Street, a distance of $1\frac{1}{10}$ miles. The expense of this work has been borne by the Lake Shore & Michigan Southern Railway Company and this Company, our proportion, one-half, being \$187,797.07. The track now elevated in Chicago is $5\frac{1}{10}$ miles.

EQUIPMENT.—Ten (10) large Locomotives and Five Hundred and Eleven (511) Box Freight and Coal Cars (capacity 20 to 30 tons) have been purchased or built during the year to take the place of old and worn out

equipment. The entire cost of same has been charged to Operating Expenses.

Under the contract with the Pullman's Palace Car Company, entered into January 1st, 1880, the Company owned one-half interest in Forty-one (41) Sleeping Cars and Nine (9) Tourist Cars. The contract having expired, a new contract was entered into with that Company, dated February 1st, 1898, whereby this Company sold to the Pullman Company all interest in above mentioned Cars; the amount received being credited to cost of equipment.

The Board of Directors, appreciating the interest shown by the Officers and Employés in handling the business of the Company during the year, desire to extend thanks for faithful services rendered.

By order of the Board of Directors.

A handwritten signature in cursive script, reading "R. R. Cable". The signature is written in dark ink and is positioned above the printed name "President."

President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
DAVENPORT, MAY 1, 1898.

R. R. CABLE, ESQ., *President:*

SIR,—For the year ending March 31, 1898, the business of this office, relating to the Land Grant of the Company in Iowa, has been as follows:

Of lands as to which title is undisputed, there have been sold 288 $\frac{1}{10}$ acres, for a total consideration of \$1,620.80.

Quit-claims have been made for lands amounting to 394 $\frac{1}{10}$ acres, for which \$46.25 were received.

The amount of Bills Receivable unpaid for lands sold is at the end of the year \$20,170.17: a decrease of \$9,406.88 since last report. Interest and rents collected amount to \$2,358.82.

On account of the net receipts of the office remittances amounting to \$9,000.00 have been made to the Treasurer.

Not including some lots in towns, the number of acres remaining unsold, as to which title is considered perfect, is 911 $\frac{1}{10}$.

Taxes paid on lands and lots, unsold on January 1, 1898, were \$415.91.

Respectfully,

J. L. DREW,
Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK, AND
COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1898. | Year Ending March 31, 1897. |
|--|------------------------------------|------------------------------------|
| Ties used No. | 1,141,692 | 1,006,839 |
| “ cost.....\$ | 426,921.15 | 358,395.97 |
| Steel Rails laid.....Gross Tons | 8,827 | 13,647 |
| “ “ cost.....\$ | 158,660.02 | 376,570.63 |
| Railroad Spikes used.....Lbs. | 798,400 | 690,800 |
| “ “ cost.....\$ | 12,844.30 | 11,691.30 |
| Joint Splices cost.....\$ | 41,999.08 | 11,173.76 |
| Bolts, Nuts and Fastenings cost.....\$ | 16,754.01 | 13,998.88 |
| Track Relaid with New Steel.....miles | 70 ⁸⁸ / ₁₀₀ | 112 ⁸⁵ / ₁₀₀ |
| “ “ “ “ Ties..... “ | 393 ⁸² / ₁₀₀ | 347 ¹⁰ / ₁₀₀ |
| Wire Fencing cost.....\$ | 4,029.16 | 2,281.14 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICES PERFORMED, AND LEADING
ITEMS OF REPAIRS, IN COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1896. | Year Ending March 31, 1897. |
|--|--------------------------------|--------------------------------|
| Locomotives..... | No. 564 | 564 |
| Miles Run during Year..... | 18,182,984 | 16,632,587 |
| Average Miles Run per Engine..... | 32,239 | 29,490 |
| Cords of Wood consumed by Locomotives.. | 3,628 | 4,349 |
| Tons of Coal consumed by Locomotives... | 614,371 | 537,929 |
| Total Cost of Fuel consumed by Locomotives \$ | 1,072,126.61 | 954,419.65 |
| Total Cost of Repairs of Locomotives..... \$ | 601,480.68 | 540,096.02 |
| Cost of Repairs per Mile Run..... cts. | 3.31 | 3.25 |
| Cost of Oil, Tallow and Waste per Mile Run .. | .15 | .16 |
| Cost of Fuel per Mile Run..... | 5.90 | 5.74 |
| Cost of Engineers, Firemen and Wipers per Mile Run..... | 6.55 | 6.64 |
| Average No. of Cars in Passenger Trains.. No. | 5.19 | 5.03 |
| Average No. of Cars in Freight Trains.... | 20.41 | 20.29 |
| Average No. of Miles Run per Ton of Coal .. | 29.42 | 30.67 |
| New Engines built to replace old and worn out .. | 10 | 8 |
| New Fire Boxes to replace old and worn out .. | 31 | 28 |
| New Steel Tires to replace old and worn out .. | 253 | 168 |
| New Cylinders to replace old and broken.. | 44 | 31 |
| New Driving Wheels..... | 40 | 84 |
| New Tender Frames..... | 60 | 25 |
| New Tanks..... | 1 | 3 |
| New Engine and Tender Trucks..... | 69 | 58 |
| New Steel Driving Axles..... | 104 | 98 |
| New Smoke Stacks..... | 99 | 73 |
| New Engine Cabs..... | 33 | 29 |
| New Pilots..... | 50 | 28 |
| New Crank Pins..... | 472 | 393 |
| New Steel Piston Rods..... | 175 | 215 |
| New Injectors..... | 36 | 7 |
| New Cross Heads..... | 29 | 29 |
| New Flues..... Sets | 64 | 38 |
| Flues Reset..... | 245 | 205 |
| New Flue Sheets..... No. | 64 | 233 |
| New Air Brakes..... Sets. | 12 | 3 |
| Engine Tires Turned..... | 298 | 268 |
| Engines thoroughly Repaired..... No. | 314 | 245 |
| Engines Painted and Varnished..... | 473 | 423 |
| Wheels and Axles used..... Pairs | 2,197 | 2,214 |

STATEMENT

SHOWING NUMBER OF CARS, SERVICE PERFORMED, ITEMS OF REPAIRS,
AND A COMPARISON WITH PREVIOUS YEAR.

| Cars. | Year Ending March 31, 1908. | Year Ending March 31, 1907. |
|---|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Sleeping Coaches..... | ... | 41 |
| Passenger Coaches, all classes..... | 299 | 305 |
| Baggage, Mail and Express Cars..... | 85 | 84 |
| Railway Postal Cars..... | 12 | 11 |
| Dining Cars..... | 9 | 9 |
| Business and Paymasters' Cars..... | 6 | 6 |
| Total..... | 411 | 456 |
| In Freight Service— | | |
| Box Freight Cars..... | 10,726 | 10,667 |
| Live Stock Cars..... | 2,356 | 2,399 |
| Platform and Coal Cars..... | 2,956 | 2,961 |
| Drovers' Caboose and other Cars..... | 350 | 361 |
| Total..... | 16,388 | 16,388 |
| Gravel, Hand and other Cars used in Repairs of Roadway, Track and Bridges..... | 1,468 | 1,448 |
| Number of Miles Run by Cars in Passenger Service during the Year..... | 28,156,089 | 27,219,520 |
| Number of Miles Run by Cars in Freight Service during the Year..... | 168,247,591 | 147,642,812 |
| Number of Miles Run by Cars in Repairs and Con- struction Work..... | 3,118,940 | 2,310,667 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

| | | |
|---|---------------------------------------|-----|
| Rebuilt to Replace Worn Out or Destroyed Cars. | { Freight Cars (all kinds)..... | 511 |
| Thoroughly Repaired. | { Sleeping Cars..... | 17 |
| | { Passenger Coaches..... | 33 |
| | { Dining Cars..... | 2 |
| | { Baggage, Mail and Express Cars..... | 22 |
| Ordinary Repairs. | { Sleeping Cars..... | 11 |
| | { Passenger Coaches..... | 161 |
| | { Dining Cars..... | 5 |
| | { Baggage, Mail and Express Cars..... | 30 |
| New Upholstered. | { Sleeping Cars..... | 2 |
| | { Passenger Coaches..... | 22 |
| Repaired and Repainted. | { Drovers' and Caboose Cars..... | 100 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

CONTINUED.

| | |
|---|---------|
| Freight Cars Furnished with New Roofs..... | 1,168 |
| “ “ Furnished with New Floors..... | 432 |
| “ “ Repainted..... | 1,479 |
| “ “ Roofs Repainted..... | 1,808 |
| “ “ Automatic Couplers applied..... | 3,560 |
| Number of Wheels used in Repairs..... | 8,998 |
| Number of Axles used in Repairs..... | 730 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year..... | 119,817 |

STATEMENT

SHOWING COMPARATIVE PASSENGER MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1898. | Year Ending March 31, 1897. |
|---|--------------------------------|--------------------------------|
| Number of Passengers carried during year... | 4,925,034½ | 4,723,217 |
| “ “ “ First Class..... | 4,905,846 | 4,705,287½ |
| “ “ “ Second Class and Emgt. | 19,188½ | 17,929½ |
| “ “ “ Through..... | 204,119 | 175,896 |
| “ “ “ Way..... | 4,720,915½ | 4,547,321 |
| “ “ “ Moving East..... | 2,432,714 | 2,352,153 |
| “ “ “ Moving West..... | 2,492,320½ | 2,371,064 |
| “ “ “ Carried One Mile..... | 196,837,343 | 178,084,817 |
| Equivalent to carrying each Passenger..... | 40 Miles | 38 Miles |
| Average Rate per Passenger per mile..... | \$.02,1000 | \$.02,1000 |
| Earnings of Sleeping Cars for year..... | 46,800.42 | 47,457.80 |
| Earnings of Dining Cars for year..... | 58,698.43 | 55,676.05 |
| Earnings from Excess Baggage for year..... | 74,300.84 | 74,858.43 |
| Earnings from Transportation of Passengers..... | 4,137,008.49 | 3,894,134.36 |
| Total Passenger Earnings..... | 4,316,817.18 | 4,072,126.64 |
| Average for each Passenger carried..... | \$.88 | \$.86 |

| | | |
|--|---------------|-----------------|
| Increase in Number of Passengers Carried.... | 201,817½ or | 4,270 per cent. |
| Increase in Movement of Passengers One Mile. | 18,752,526 | “ 10,100 “ |
| Increase in Passenger Earnings..... | \$ 244,690.54 | “ 6,100 “ |

STATEMENT OF PASSENGER BUSINESS.

C., R. I. & P. R'Y FOR THE YEAR ENDING MARCH 31, 1898.

| Months. | Dining Car Earnings. | Excess Baggage. | Sleeping Car Earnings. | Total Amount Passenger Earnings. | First Class Passen- gers. | Second Class and Bag- gers. | Total Passen- gers. | Through Passen- gers. | Way Passen- gers. | Passen- gers East. | Passen- gers West. | Passengers Carried One Mile. |
|--------------|----------------------|-----------------|------------------------|----------------------------------|---------------------------|-----------------------------|---------------------|-----------------------|-------------------|--------------------|--------------------|------------------------------|
| April, 1897. | 4,049.18 | 4,900.39 | 2,470.04 | 294,714.17 | 386,744 | 1,9604 | 368,7044 | 12,9484 | 355,756 | 180,5474 | 188,157 | 12,439,211 |
| May, " | 4,672.66 | 7,248.03 | 4,772.67 | 329,345.19 | 384,7554 | 1,8784 | 386,634 | 13,993 | 372,641 | 190,9604 | 195,6734 | 14,638,497 |
| June, " | 4,985.60 | 8,429.58 | 5,283.26 | 360,253.02 | 392,1754 | 1,0434 | 393,219 | 15,024 | 378,195 | 193,0124 | 200,2064 | 17,720,398 |
| July, " | 5,669.46 | 7,254.93 | 6,159.97 | 382,171.70 | 358,184 | 1,0414 | 359,2254 | 20,0894 | 339,136 | 177,121 | 182,1044 | 17,970,996 |
| August, " | 5,674.57 | 5,711.28 | 6,415.53 | 419,140.24 | 377,981 | 1,033 | 379,014 | 24,019 | 354,995 | 188,131 | 190,863 | 19,566,662 |
| Sept., " | 6,309.99 | 6,070.40 | 6,979.75 | 458,824.59 | 485,649 | 1,1374 | 486,7864 | 20,6354 | 466,151 | 243,640 | 243,1464 | 21,072,644 |
| Oct., " | 5,601.72 | 6,518.10 | 6,013.78 | 408,677.62 | 416,7414 | 2,012 | 418,7534 | 22,897 | 395,8564 | 208,012 | 210,7414 | 18,773,364 |
| Nov., " | 5,003.58 | 6,674.19 | 3,075.05 | 341,121.95 | 403,6324 | 2,224 | 405,8564 | 17,275 | 388,5814 | 197,342 | 208,5144 | 15,262,593 |
| Dec., " | 4,469.39 | 5,905.60 | 3,124.46 | 345,954.20 | 451,207 | 1,5524 | 452,7594 | 13,814 | 438,9454 | 225,5434 | 227,216 | 15,880,491 |
| Jan., 1898. | 4,080.86 | 6,019.36 | 2,514.91 | 309,111.45 | 418,3394 | 1,4284 | 419,768 | 13,2124 | 406,5554 | 207,631 | 212,137 | 13,554,830 |
| Feb., " | 3,858.03 | 4,823.25 | ..... | 304,849.41 | 410,9784 | 1,655 | 412,6334 | 13,582 | 399,0514 | 203,211 | 209,4224 | 13,808,952 |
| March, " | 4,323.39 | 4,745.73 | ..... | 362,653.64 | 438,458 | 2,222 | 441,680 | 16,629 | 425,051 | 217,562 | 224,118 | 15,648,705 |
| Total... | \$58,698.43 | \$74,300.84 | \$46,809.42 | \$4,316,817.18 | 4,805,846 | 19,1884 | 4,925,0344 | 204,119 | 4,720,9154 | 2,432,714 | 2,492,3204 | 196,837,343 |

| | | |
|--|---------|---------|
| Average rate per mile per passenger..... | 1897-8. | 1896-7. |
| Average mileage per passenger..... | .021586 | .021586 |
| | 40 | 38 |

STATEMENT

SHOWING COMPARATIVE FREIGHT MOVEMENT AND EARNINGS FOR
THE YEAR ENDING MARCH 31, 1898.

| | | |
|--|-----------------------|-------|
| Amount of Freight transported during the year ending March 31, 1898..... | 15,511,430,977 | lbs. |
| Previous year..... | 12,984,336,199 | " |
| Increase 19 $\frac{1}{10}$ % per cent..... | 2,527,094,778 | " |
| Total paying Freight carried one mile..... | 1,421,433,866 | tons |
| Previous year..... | 1,175,517,765 | " |
| Increase 20 $\frac{2}{10}$ % per cent..... | 245,916,101 | " |
| Average Rate per ton per mile..... | .00 $\frac{27}{100}$ | cts. |
| Previous year..... | .00 $\frac{26}{100}$ | " |
| Number of Loaded Cars moving East..... | 272,090 | |
| Number of Loaded Cars moving West..... | 241,676 | |
| Total Number of Loaded Cars..... | 513,766 | |
| Average Tonnage per Loaded Car..... | 15 $\frac{122}{1000}$ | tons. |
| Average Distance each Ton of Freight was carried during the year ending March 31, 1898..... | 200 | miles |
| Previous year..... | 197 | " |
| Receipts from Freight, year ending March 31, 1898.... | \$13,835,995.09 | |
| Receipts from Freight, year ending March 31, 1897.... | 11,229,175.33 | |
| Increase 23 $\frac{2}{10}$ % per cent..... | \$ 2,606,819.76 | |
| Carried for Company's use..... | 2,239,172,248 | lbs. |
| Carried for Company's use one mile..... | 129,403,043 | tons |
| Which, at average rate received, amounts to..... | \$1,255,209.52 | |
| For which no charge has been made. | | |

STATEMENT.

OF GROSS EARNINGS FROM OPERATION FOR THE YEAR ENDING MARCH 31, 1898.

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|----------------|----------------|-----------------|----------------|-----------------|
| 1897. | April..... | \$ 294,714.17 | \$ 813,061.01 | \$ 94,116.18 | \$ 1,201,891.36 |
| | May..... | 329,345.19 | 892,639.78 | 97,171.65 | 1,319,156.62 |
| | June..... | 360,253.02 | 921,408.87 | 103,353.96 | 1,385,015.85 |
| | July..... | 382,171.70 | 1,092,790.65 | 108,844.94 | 1,583,807.29 |
| | August..... | 419,140.24 | 1,437,409.12 | 103,365.19 | 1,959,913.55 |
| | September..... | 458,824.59 | 1,415,517.14 | 92,120.80 | 1,966,462.53 |
| | October..... | 408,677.62 | 1,486,651.94 | 104,491.76 | 1,999,821.32 |
| | November..... | 341,121.95 | 1,405,108.73 | 101,994.59 | 1,848,225.27 |
| | December..... | 345,954.20 | 1,229,865.17 | 158,943.44 | 1,734,762.81 |
| | January..... | 309,111.45 | 979,476.10 | 102,433.00 | 1,391,020.55 |
| | February..... | 304,849.41 | 1,059,607.68 | 225,874.14 | 1,590,331.23 |
| | March..... | 362,653.64 | 1,102,439.90 | 103,061.67 | 1,568,155.21 |
| 1898. | Totals..... | \$4,316,817.18 | \$13,835,995.09 | \$1,395,771.32 | \$19,548,583.59 |

STATEMENT

OF DISBURSEMENTS FOR MAINTAINING AND OPERATING THE CHICAGO,
 ROCK ISLAND & PACIFIC RAILWAY FOR THE
 YEAR ENDING MARCH 31, 1898.

| | |
|---|-----------------|
| General Office Salaries..... | \$ 398,152.16 |
| Legal Expenses..... | 97,868.87 |
| Books, Printing and Stationery..... | 96,232.73 |
| Outside Agencies and Advertising..... | 426,543.69 |
| Agents and Station Service..... | 1,449,454.53 |
| Station Supplies..... | 161,227.94 |
| Telegraph Expenses..... | 240,605.55 |
| Water Supply..... | 171,347.06 |
| Repairs of Engines and Tenders..... | 601,480.68 |
| Engineers, Firemen and Wipers..... | 1,191,447.64 |
| Fuel for Locomotives..... | 1,072,126.61 |
| Oil, Tallow and Waste..... | 27,827.64 |
| Repairs of Passenger Cars..... | 290,209.38 |
| Repairs of Sleeping Cars..... | 49,526.60 |
| Repairs of Tourist Cars..... | 604.52 |
| Passenger Train Service..... | 270,339.47 |
| Passenger Train Supplies..... | 64,895.47 |
| Passenger Car Mileage..... | 4,818.17 |
| Dining Car Expenses..... | 69,417.36 |
| Repairs of Freight Cars..... | 769,033.57 |
| Freight Train Service..... | 618,499.41 |
| Freight Train Supplies..... | 100,048.99 |
| Freight Car Mileage..... | 115,062.68 |
| Renewal of Rails..... | 240,330.97 |
| Renewal of Ties..... | 443,748.68 |
| Repairs of Roadway and Track..... | 1,478,851.74 |
| Repairs of Fences, Crossings and Signs..... | 76,594.53 |
| Repairs of Bridges, Culverts and Cattle Guards..... | 471,378.61 |
| Repairs of Buildings and Fixtures..... | 257,836.13 |
| Loss and Damage of Goods and Baggage..... | 33,929.67 |
| Injuries to Persons..... | 108,108.23 |
| Cattle Killed and Damage to Property..... | 29,812.76 |
| Contingent Account..... | 314,041.06 |
| Tax Account..... | 854,562.85 |
| Total..... | \$12,595,965.95 |

CONDENSED BALANCE SHEET

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, APRIL 1, 1898.

CREDIT BALANCES.**LIABILITIES.**

| | |
|---|-------------------------|
| Capital Stock fixed \$50,000,000; amount issued \$46,155,800.00 | |
| Fractional Scrip outstanding, convertible into Stock..... | 200.00 |
| | <u>\$46,156,000.00</u> |
| Six per cent Mortgage Coupon Bonds..... | 4,570,000.00 |
| Six per cent Mortgage Registered Bonds... | 7,930,000.00 |
| | <u>12,500,000.00</u> |
| Five per cent Extension Coupon Bonds..... | 35,287,000.00 |
| Five per cent Extension Registered Bonds.. | 5,425,000.00 |
| | <u>40,712,000.00</u> |
| Five per cent Debenture Coupon Bonds.... | 4,375,000.00 |
| Five per cent Debenture Registered Bonds.. | 125,000.00 |
| | <u>4,500,000.00</u> |
| Chicago & Southwestern Railway Bonds. guaranteed..... | 5,000,000.00 |
| Addition and Improvement Account..... | 8,213,000.00 |
| Accounts Payable..... | 1,251,741.80 |
| Profit Balance to Income Account..... | 4,540,290.55 |
| | <u>\$122,873,032.35</u> |

DEBIT BALANCES.**ASSETS.**

| | |
|--|-------------------------|
| Cost of Road and Equipment, including all Branch Roads owned by the Company..... | \$103,967,158.64 |
| Cost of Track Elevation in Chicago..... | 789,654.49 |
| Cost of Railroad Bridge at Rock Island..... | 964,128.96 |
| Capital Stock and Bonds of Connecting Roads..... | 6,212,292.87 |
| Loans and other Investments..... | 559,857.55 |
| Advances made to the Chicago, Rock Island & Texas Ry. Co., as per agreement dated January 2, 1893..... | 1,956,961.43 |
| C., R. I. & P. Ry. Co. Capital Stock on hand..... | 12,100.00 |
| C., R. I. & P. Ry. Co Six per cent Mortgage Bonds on hand..... | 400,000.00 |
| Sinking Fund Account, First Mortgage Extension and Collateral Five per cent Bonds purchased..... | 328,000.00 |
| Stock of Material, Fuel, etc., on hand..... | 690,330.92 |
| Due from Post Office Department..... | 142,529.18 |
| Accounts Receivable..... | 999,528.43 |
| Cash and Cash Assets..... | 5,850,489.88 |
| | <u>\$122,873,032.35</u> |

INCOME

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

| | | | |
|----------|---|------------------------|--|
| 1897. | | | |
| May 1. | To Dividend paid— $\frac{1}{4}\%$ | \$ 230,779.00 | |
| May 1. | " Interest paid on C. & S. W. Ry. Bonds..... | 175,000.00 | |
| July 1. | " Interest paid on 6% Bonds..... | 363,000.00 | |
| July 1. | " Interest paid on 5% Ext. and Col. Bonds.... | 1,009,850.00 | |
| Aug. 1. | " Dividend paid— $\frac{1}{4}\%$ | 230,779.00 | |
| Sept. 1. | " Interest paid on 30-year 5% Debenture Bonds | 112,500.00 | |
| Nov. 1. | " Dividend paid—1% | 461,558.00 | |
| Nov. 1. | " Interest paid on C. & S. W. Ry. Bonds..... | 175,000.00 | |
| 1898. | | | |
| Jan. 1. | " Interest paid on 6% Bonds..... | 363,000.00 | |
| Jan. 1. | " Interest paid on 5% Ext. and Col. Bonds..... | 1,009,600.00 | |
| Feb. 1. | " Dividend paid—1% | 461,558.00 | |
| Mar. 1. | " Interest paid on 30-year 5% Debenture Bonds | 112,500.00 | |
| Mar. 31. | " Rent Peoria & Bureau Valley R. R..... | 125,000.00 | |
| Mar. 31. | " Rent Keokuk & Des Moines Rty..... | 137,500.00 | |
| Mar. 31. | " Rent Des Moines & Fort Dodge R. R..... | 151,325.13 | |
| Mar. 31. | " Rent Hannibal & St. Joseph R. R..... | 43,644.36 | |
| Mar. 31. | " Rent Union Pacific Ry., Council Bluffs to So. Omaha | 41,250.00 | |
| Mar. 31. | " Rent Un. Pac. Ry., Kan. City to No. Topeka. | 35,916.00 | |
| Mar. 31. | " Rent Union Pacific Ry., Limon to Denver... | 42,588.56 | |
| Mar. 31. | " Rent Denver & Rio Grande R. R..... | 94,341.44 | |
| Mar. 31. | " Tolls and Rentals paid Missouri River Bridge Cos..... | 117,996.73 | |
| Mar. 31. | " Premium on \$10,000.00 5% Ext. and Col. Bonds purchased for account of Sinking Fund... | 537.28 | |
| Mar. 31. | " Operating Expenses and Taxes from April 1, 1897, to March 31, 1898..... | 12,595,965.95 | |
| Mar. 31. | " Balance..... | 4,540,290.55 | |
| | | <u>\$22,631,480.00</u> | |

ANNU

SHOWING NUMBER OF MEN EMPLOYED, SERV
YEAR ENDE

| Service. | 1897 April. | May. | June. | July. |
|---|----------------|--------------|--------------|-----------|
| General Offices..... | 365 | 364 | 363 | 366 |
| Engineers, Firemen and Wipers..... | 1,139 | 1,158 | 1,135 | 1,184 |
| Machinists..... | 522 | 530 | 537 | 536 |
| Boiler Makers..... | 107 | 106 | 102 | 101 |
| Blacksmiths..... | 108 | 107 | 116 | 117 |
| Car Builders and Repairers..... | 714 | 746 | 725 | 763 |
| Telegraph Repairers..... | 27 | 26 | 27 | 28 |
| Train Masters and Dispatchers..... | 59 | 59 | 57 | 61 |
| Conductors, Baggage-men and Brakemen.. | 1,039 | 988 | 971 | 1,037 |
| Agents and Station Service..... | 2,040 | 2,034 | 2,061 | 2,045 |
| Track Repairers..... | 2,913 | 3,102 | 3,134 | 3,188 |
| Tankmen..... | 102 | 108 | 101 | 106 |
| Carpenters and Bridge Builders..... | 295 | 334 | 384 | 368 |
| Extra Gangs and Construction Trains.... | 278 | 390 | 375 | 363 |
| Chicago Passenger Station..... | 60 | 59 | 61 | 61 |
| Dining Car Service..... | 45 | 45 | 46 | 49 |
| Division Superintendent's Offices..... | 37 | 37 | 37 | 37 |
| Supply Department Labor..... | 110 | 112 | 111 | 111 |
| Engineering..... | 13 | 13 | 12 | 11 |
| | 9,973 | 10,318 | 10,355 | 10,582 |
| | \$528,833.24 | \$547,054.96 | \$552,785.23 | \$575,852 |

Total amount paid during the year\$6,743,206.38

Average number of men employed per month 10,171

Average amount paid per month \$561,933.86

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL

FISCAL YEAR ENDING MARCH 31, 1898.

| August. | September. | October. | November. | December. | 1898 January. | February. | March. |
|------------|--------------|--------------|--------------|--------------|------------------|--------------|--------------|
| 375 | 382 | 386 | 385 | 387 | 385 | 385 | 389 |
| 1,284 | 1,296 | 1,361 | 1,298 | 1,276 | 1,226 | 1,144 | 1,207 |
| 567 | 556 | 561 | 549 | 582 | 560 | 544 | 574 |
| 110 | 104 | 111 | 106 | 112 | 108 | 104 | 111 |
| 132 | 119 | 124 | 116 | 122 | 118 | 115 | 139 |
| 818 | 838 | 853 | 838 | 821 | 839 | 801 | 840 |
| 27 | 26 | 29 | 32 | 26 | 26 | 28 | 29 |
| 69 | 67 | 65 | 69 | 68 | 64 | 63 | 68 |
| 1,145 | 1,151 | 1,206 | 1,196 | 1,152 | 1,055 | 1,055 | 1,057 |
| 2,110 | 2,202 | 2,214 | 2,218 | 2,190 | 2,150 | 2,132 | 2,214 |
| 2,343 | 3,312 | 3,273 | 2,671 | 1,693 | 1,685 | 1,509 | 2,282 |
| 113 | 119 | 118 | 133 | 134 | 117 | 107 | 113 |
| 399 | 396 | 405 | 343 | 238 | 211 | 205 | 330 |
| 367 | 395 | 375 | 276 | 128 | 91 | 137 | 192 |
| 59 | 59 | 61 | 60 | 60 | 57 | 59 | 62 |
| 46 | 46 | 47 | 46 | 50 | 46 | 47 | 45 |
| 43 | 38 | 39 | 38 | 39 | 38 | 38 | 39 |
| 110 | 116 | 122 | 115 | 127 | 130 | 134 | 137 |
| 12 | 11 | 11 | 12 | 12 | 16 | 16 | 14 |
| 1,129 | 11,233 | 11,361 | 10,501 | 9,217 | 8,922 | 8,623 | 9,842 |
| \$1,898.38 | \$613,070.17 | \$624,282.60 | \$581,973.52 | \$539,815.94 | \$510,356.32 | \$495,311.58 | \$551,971.56 |

STATEMENT.

OF TONNAGE, IN POUNDS, CROSSING THE RAILWAY BRIDGE AT
ROCK ISLAND, FOR THE YEAR ENDING MARCH 31, 1898.

| Months. | East. | West. | Totals. |
|-----------------------|---------------|---------------|---------------|
| 1897. April..... | 123,539,607 | 119,901,954 | 243,441,561 |
| May..... | 148,423,410 | 106,081,925 | 254,505,335 |
| June..... | 193,190,401 | 114,771,498 | 307,961,899 |
| July..... | 242,126,788 | 103,733,513 | 345,860,301 |
| August..... | 385,966,566 | 102,903,765 | 488,870,331 |
| September..... | 298,340,207 | 134,250,202 | 432,590,409 |
| October..... | 292,612,472 | 205,564,014 | 498,176,486 |
| November..... | 269,632,508 | 164,842,733 | 434,475,241 |
| December..... | 283,746,597 | 144,615,372 | 428,361,969 |
| 1898. January..... | 213,145,819 | 115,260,267 | 328,406,086 |
| February..... | 238,598,988 | 129,763,808 | 368,362,796 |
| March..... | 243,214,137 | 139,301,259 | 382,515,396 |
| Totals..... | 2,932,537,500 | 1,580,990,310 | 4,513,527,810 |
| Totals last year | 2,725,721,921 | 1,413,481,574 | 4,139,203,495 |
| Increase..... | 206,815,579 | 167,508,736 | 374,324,315 |

STATEMENT.

SHOWING THE NUMBER OF LOADED CARS CROSSING THE RAILWAY
BRIDGE AT ROCK ISLAND, FOR THE YEAR ENDING MARCH 31, 1898.

| Months. | East. | West. | Totals. |
|-----------------------|---------|--------|---------|
| 1897. April..... | 5,608 | 6,101 | 11,709 |
| May..... | 6,593 | 6,008 | 12,601 |
| June..... | 7,640 | 6,736 | 14,376 |
| July..... | 9,978 | 6,514 | 16,492 |
| August..... | 13,376 | 7,108 | 20,484 |
| September..... | 9,900 | 7,559 | 17,459 |
| October..... | 9,350 | 8,799 | 18,149 |
| November..... | 8,483 | 7,185 | 15,668 |
| December..... | 8,852 | 6,749 | 15,601 |
| 1898. January..... | 6,395 | 4,840 | 11,235 |
| February..... | 7,510 | 6,394 | 13,904 |
| March..... | 6,538 | 6,400 | 12,938 |
| Totals..... | 100,223 | 80,393 | 180,616 |
| Totals last year | 91,777 | 72,876 | 164,653 |
| Increase..... | 8,446 | 7,517 | 15,963 |

STATEMENT

OF STATISTICS FOR THE YEAR ENDING MARCH 31, 1898.

| Commodities. | Total Quantities. | Total No. of Pounds. |
|---------------------------------|-------------------|-------------------------|
| Merchandise.....Lbs. | 1,283,077,506 | 1,283,077,506 |
| Lumber, Lath and Shingles....." | 1,011,886,018 | 1,011,886,018 |
| Agricultural Implements....." | 104,203,372 | 104,203,372 |
| Vehicles....." | 57,976,143 | 57,976,143 |
| Machinery....." | 70,799,427 | 70,799,427 |
| Staves and Headings....." | 25,735,746 | 25,735,746 |
| Wool....." | 17,853,197 | 17,853,197 |
| Hides....." | 15,780,540 | 15,780,540 |
| Oil Cake....." | 10,013,509 | 10,013,509 |
| Butter....." | 15,294,355 | 15,294,355 |
| Cheese....." | 1,756,763 | 1,756,763 |
| Tea....." | 5,204,042 | 5,204,042 |
| Coffee....." | 37,108,327 | 37,108,327 |
| Lard and Tallow....." | 19,514,475 | 19,514,475 |
| Potatoes....." | 121,660,672 | 121,660,672 |
| Grass and Flaxseed....." | 42,509,245 | 42,509,245 |
| Broom Corn....." | 5,553,603 | 5,553,603 |
| Mill Stuff....." | 175,906,014 | 175,906,014 |
| Ore and Bullion....." | 113,775,880 | 113,775,880 |
| Lead....." | 54,617,741 | 54,617,741 |
| Tile....." | 44,770,399 | 44,770,399 |
| Soap....." | 14,246,733 | 14,246,733 |
| Canned Goods....." | 32,578,539 | 32,578,539 |
| Wire [Fence, etc.]....." | 96,116,813 | 96,116,813 |
| Dressed Meat....." | 84,300,845 | 84,300,845 |
| Dried Fruit....." | 26,727,995 | 26,727,995 |
| Green Fruit....." | 87,689,897 | 87,689,897 |
| White Lead....." | 2,095,820 | 2,095,820 |
| Furniture....." | 23,337,616 | 23,337,616 |
| Cotton....." | 31,801,790 | 31,801,790 |
| Emigrant Movables.....Cars | 2,411 | 48,229,708 |
| Milk.....Gals. | 1,715,871 | 13,726,966 |
| Wheat.....Bush. | 12,022,626 | 721,357,538 |
| Malt....." | 283,471 | 10,204,944 |
| Corn....." | 33,739,070 | 1,889,387,911 |
| Rye....." | 585,720 | 32,800,306 |
| Oats....." | 22,708,902 | 726,684,870 |
| Barley....." | 4,047,103 | 194,260,931 |
| Flour.....Bbls. | 1,394,496 | 301,211,103 |
| Salt....." | 382,363 | 114,708,830 |
| Lime....." | 175,065 | 43,766,362 |
| Cement....." | 799,427 | 199,856,717 |
| Cured Meats....." | 305,013 | 103,704,579 |
| Oil....." | 453,514 | 172,335,422 |
| Syrup....." | 178,346 | 107,007,851 |
| Sugar....." | 297,024 | 96,532,950 |
| Whiskey and High Wines....." | 49,302 | 18,488,293 |
| Ale and Beer....." | 169,215 | 55,840,876 |
| Eggs.....Cases. | 728,909 | 40,090,008 |
| Railroad Ties.....No. | 2,166,774 | 325,016,170 |
| Brick....." | 83,089,626 | 332,358,504 |
| Cattle....." | 796,788 | 796,788,064 |
| Hogs....." | 1,839,172 | 413,813,607 |
| Sheep....." | 644,171 | 54,754,500 |
| Horses....." | 36,651 | 36,651,473 |
| Ice.....Tons | 34,193 | 68,385,835 |
| Coal [Soft]....." | 1,517,950 | 3,035,899,955 |
| Coal [Hard]....." | 150,332 | 300,664,479 |
| Coke....." | 13,988 | 27,975,000 |
| Iron [Pig and Railroad]....." | 159,924 | 319,847,857 |
| Iron [Manufactured]....." | 127,765 | 255,529,123 |
| Hay....." | 82,648 | 165,296,444 |
| Sand and Gravel....." | 240,694 | 481,387,690 |
| Stone....." | 186,487 | 372,973,089 |
| Total..... | | 15,511,430,977 |

SUMMARY.

| | Year Ending March 31, 1898. | Year Ending March 31, 1897. |
|--|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains..... | 5,588,191 | 5,504,629 |
| Number of Miles run by Freight Trains..... | 8,387,650 | 7,437,841 |
| Number of Miles run by Switching Trains..... | 3,764,670 | 3,352,541 |
| Number of Miles run by Wood, Gravel and Construction Trains..... | 442,473 | 337,576 |
| Total Number of Miles run..... | 18,182,984 | 16,632,587 |
| Number of Tons Freight carried one Mile..... | 1,421,433,866 | 1,175,517,765 |
| Number of Passengers carried one Mile..... | 196,837,343 | 178,084,817 |
| Earnings per Mile run by Freight Trains..... | \$1.65 | \$1.51 |
| Earnings per Mile run by Passenger Trains..... | .95 | .92 |
| Expenses per Mile run, including Taxes..... | .69 | .70 |
| Percentage of Operating Expenses to Earnings..... | 60.0% | 62.8% |
| Percentage of Expenses and Taxes to Earnings..... | 64.0% | 67.0% |
| Cost per Ton and per Passenger per Mile, assuming one Passenger equal to one Ton of Freight..... | .0070% | .0078% |
| Aggregate of Tons Freight and Passengers carried one Mile..... | 1,618,271,209 | 1,353,602,582 |
| Amount received per Ton per Mile..... | .0087 | .0086 |
| Amount received per Passenger per Mile..... | .0210% | .0210% |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .15 | .15 |
| Number of Passengers carried one Mile for each mile run by Passenger Trains..... | 35 | 32 |

STATISTICAL DEPARTMENT.
NOT TO BE BURNED OR TAKEN FROM OFFICE.

NINETEENTH ANNUAL REPORT

— OF THE —

DIRECTORS TO THE STOCKHOLDERS

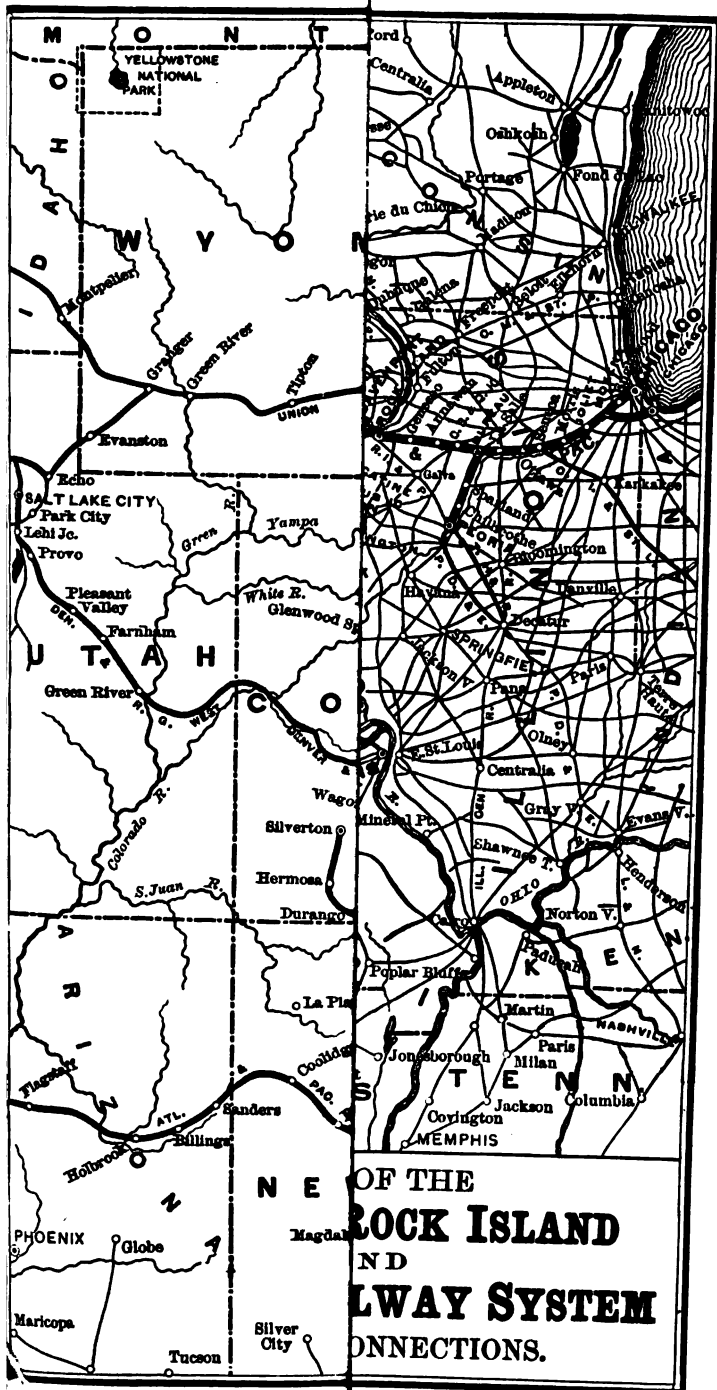
— OF THE —

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1899.

THE RYAN & HART CO., PRINTERS, 32-34 CUSTOM HOUSE PL., CHICAGO.



NINETEENTH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1899.

DIRECTORS AND OFFICERS
OF THE
Chicago, Rock Island & Pacific Railway Co.
FOR 1899.

DIRECTORS..

| | | | |
|--------------------------------|----------|---------------------|-------------|
| H. R. BISHOP..... | New York | TRACY DOWS..... | New York |
| HENRY M. FLAGLER..... | New York | A. R. FLOWER..... | New York |
| ALEXANDER E. ORR..... | New York | MARSHALL FIELD..... | Chicago |
| OGDEN MILLS..... | New York | W. G. PURDY..... | Chicago |
| G. S. BREWSTER..... | New York | H. A. PARKER..... | Chicago |
| W. A. NASH..... | New York | R. R. CABLE..... | Rock Island |
| F. H. GRIGGS, Davenport, Iowa. | | | |

GENERAL OFFICERS.

| | |
|---|-------------|
| R. R. CABLE, Chairman of the Board..... | Rock Island |
| W. G. PURDY, President..... | Chicago |
| H. A. PARKER, First Vice-President and General Manager..... | Chicago |
| ROBERT MATHER, Second Vice President and General Attorney..... | Chicago |
| J. M. JOHNSON, Third Vice-President and Freight Traffic Manager..... | Chicago |
| F. E. HAYNE, Treasurer and Assistant Secretary..... | Chicago |
| GEO. H. CROSBY, Secretary..... | Chicago |
| GEO. T. BOGGS, Assistant Treasurer and Assistant Secretary..... | New York |
| C. F. JILSON, Assistant Treasurer..... | Chicago |
| T. B. DIXCY, Assistant Treasurer..... | Topeka |
| W. I. ALLEN, Assistant General Manager..... | Chicago |
| A. J. HITT, General Superintendent—Lines East of Missouri River..... | Chicago |
| W. H. STILLWELL, General Superintendent—Lines West of Missouri River..... | Topeka |
| S. C. MATTHEWS, Auditor..... | Chicago |
| JOHN SEBASTIAN, General Passenger and Ticket Agent..... | Chicago |
| H. GOWER, Assistant Freight Traffic Manager..... | Chicago |
| E. B. BOYD, General Freight Agent—Lines East of Missouri River..... | Chicago |
| H. H. EMBRY, General Freight Agent—Lines West of Missouri River..... | Topeka |
| F. A. MARSH, Purchasing Agent..... | Chicago |
| M. A. LOW, General Attorney..... | Topeka |
| J. L. DREW, Land Commissioner..... | Davenport |
| CORN EXCHANGE BANK, Registrar of Stock..... | New York |

EXECUTIVE COMMITTEE.

| | |
|------------------------|---------------|
| R. R. CABLE, Chairman. | |
| H. R. BISHOP. | W. G. PURDY. |
| MARSHALL FIELD. | A. R. FLOWER. |

NINETEENTH ANNUAL REPORT
OF THE
DIRECTORS TO THE STOCKHOLDERS
OF THE
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

The Board of Directors submits the following report for the year ending March 31, 1899:

| | |
|--|-----------------|
| Gross Earnings from Operation..... | \$20,667,914.82 |
| Operating Expenses..... | \$12,762,707.65 |
| Taxes..... | 913,402.94 |
| | <hr/> |
| | 13,676,110.59 |
| Net Earnings from Operation... | \$ 6,991,804.23 |
| Add Income from Loans and Investments... | 704,467.77 |
| “ Net Cash Receipts from Land Sold.... | 6,000.00 |
| | <hr/> |
| Net Income..... | \$ 7,702,272.00 |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$ 3,084,615.76 |
| “ Rentals of Leased Lines..... | 716,802.27 |
| “ Rentals and Tolls Missouri River Bridges | 127,736.94 |
| “ Dividend on Capital Stock—4% *..... | 1,960,389.00 |
| | <hr/> |
| | \$ 5,889,543.97 |
| Surplus for the year..... | \$ 1,812,728.03 |

The Capital Stock and Bonded Debt of the Company is as follows:

| | |
|---|-----------------|
| Capital Stock issued..... | \$49,988,300.00 |
| Fractional Scrip convertible into Stock..... | 11,700.00 |
| Six per cent Mortgage Bonds..... | 12,500,000.00 |
| Four per cent General Gold Mortgage Bonds..... | 48,581,000.00 |
| Seven per cent C. & S. W. Ry. Bonds Guaranteed..... | 5,000,000.00 |

* In addition to dividend there has been distributed to Stockholders \$374,707.75 from Addition and Improvement Account, being one quarter (¼) per cent each on August 1 and November 1, 1898, and February 1, 1899, as a special dividend.

Main Line and Branch Railroads owned, leased and operated by the Chicago, Rock Island & Pacific Railway Company at the date of this report, are as follows:

LINES OWNED.

| | MILES. |
|--|----------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 500.20 |
| Davenport, Iowa, to Atchison, Kan..... | 341.24 |
| Edgerton Junc., Mo., to Leavenworth, Kan..... | 20.16 |
| Washington, Iowa, to Knoxville, Iowa..... | 79.00 |
| South Englewood, Ill., to South Chicago, Ill..... | 7.43 |
| Wilton, Iowa, to Muscatine, Iowa..... | 12.04 |
| Wilton, Iowa, to Lime Kilns, Iowa..... | 6.08 |
| Newton, Iowa, to Monroe, Iowa..... | 17.02 |
| Des Moines, Iowa, to Indianola and Winterset, Iowa.... | 47.08 |
| Menlo, Iowa, to Guthrie Center, Iowa..... | 14.44 |
| Atlantic, Iowa, to Audubon, Iowa..... | 24.41 |
| Atlantic, Iowa, to Griswold, Iowa..... | 14.22 |
| Avoca, Iowa, to Carson, Iowa..... | 17.73 |
| Avoca, Iowa, to Harlan, Iowa..... | 11.88 |
| Mt. Zion, Iowa, to Keosauqua, Iowa..... | 4.50 |
| Altamont, Mo., to St. Joseph, Mo..... | 49.35 |
| South St. Joseph, Mo., to Rushville, Mo..... | 15.21 |
| Kansas City, Mo., to Armourdale, Kan..... | 2.40 |
| South Omaha, Neb., to Jansen, Neb..... | 104.30 |
| Elwood, Kan., to Liberal, Kan..... | 439.54 |
| Herington, Kan., to Terral, Ind. Ter..... | 349.07 |
| Herington, Kan., to Salina, Kan..... | 49.30 |
| Horton, Kan., to Roswell, Colo..... | 568.65 |
| Fairbury, Neb., to Nelson, Neb..... | 51.53 |
| McFarland, Kan., to Belleville, Kan..... | 103.98 |
| Dodge City, Kan., to Bucklin, Kan..... | 26.64 |
| Chickasha, Ind. Ter., to Mountain View, Okla. Ter..... | 51.22 |
| Total miles owned..... | 2,928.62 |

LINES LEASED.

| | |
|--|--------|
| Bureau, Ill., to Peoria, Ill..... | 46.99 |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.20 |
| Des Moines, Iowa, to Ft. Dodge and Ruthven, Iowa.... | 143.51 |
| Total miles leased..... | 352.70 |

TRACKAGE RIGHTS.

| | |
|---|----------|
| Over Hannibal and St. Joseph R. R.— | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 |
| Over Union Pacific R. R.— | |
| Council Bluffs, Iowa, to South Omaha, Neb..... | 7.02 |
| Kansas City, Mo., to North Topeka, Kan..... | 67.35 |
| Limon, Colo., to Denver, Colo..... | 89.78 |
| Over Denver and Rio Grande R. R.— | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 |
| Total miles trackage rights..... | 338.05 |
| Total miles of road over which trains are operated..... | 3,619.37 |

The road is located in different states as follows:

| | |
|-------------------|-------------------------|
| 236.51 | miles in Illinois. |
| 1,068.76 | " " Iowa. |
| 286.91 | " " Missouri. |
| 1,124.30 | " " Kansas. |
| 250.44 | " " Nebraska. |
| 376.94 | " " Colorado. |
| 108.19 | " " Indian Territory. |
| 167.32 | " " Oklahoma Territory. |
| 3,619.37 | miles. |
| 239.71 | miles of second track. |
| 9.43 | " " third track. |
| 722.71 | " " side track. |
| Equal to 4,591.22 | " " single track. |

Statement showing the details of Earnings and Percentage of Operating Expenses as compared with the previous fiscal year:

| Gross Earnings from Operation. | Year Ending March 31, 1899. | Year Ending March 31, 1898. |
|---|--------------------------------|--------------------------------|
| Passenger Transportation | \$ 5,053,581.43 | \$ 4,316,817.18 |
| Freight | 14,351,655.97 | 13,835,995.09 |
| Mail | 596,036.13 | 567,225.72 |
| Express | 409,200.00 | 409,200.00 |
| Rents | 249,969.85 | 412,274.37 |
| Earnings from Telegraph Lines..... | 7,471.44 | 7,071.23 |
| Total Gross Earnings from Operation.. | \$20,667,914.82 | \$19,548,583.59 |
| EXPENDITURES. | | |
| Operating Expenses. | \$12,762,707.65 | \$11,741,403.10 |
| Taxes..... | 913,402.94 | 854,562.85 |
| Net Earnings from Operation..... | \$ 6,991,804.23 | \$ 6,952,617.64 |
| Percentage of Operating Expenses to Gross Earnings from Operation... | 61.75% | 60.18% |
| Same, including Taxes..... | 66.17% | 64.13% |

PASSENGER EARNINGS.—In comparison with the previous year, Passenger Earnings show an increase of \$736,764.25, or 17.18 per cent, which is made up of an increase in earnings from connecting lines of \$169,443.43, or 25.14 per cent, and an increase from business originating on our own line of \$567,320.82, or 15.56 per cent.

The total number of passengers carried increased 753,587, or $15\frac{3}{10}\%$ per cent.

The number of first-class passengers carried increased 745,628½, or $15\frac{2}{10}\%$ per cent.

The number of second-class and emigrant passengers carried increased 7,958½, or $41\frac{4}{10}\%$ per cent.

The number of passengers carried one mile increased 43,989,126, or $22\frac{3}{10}\%$ per cent.

The average distance traveled by each passenger during the year ending March 31, 1898, was 40 miles, and during the past year 42 miles.

The number of through passengers (passengers delivered to or received from connecting lines) increased 52,554½, or $25\frac{1}{10}\%$ per cent, and the number of way (local) passengers increased 701,032½, or $14\frac{8}{10}\%$ per cent.

Of all the passengers carried, 2,861,460½, or $50\frac{3}{10}\%$ per cent, traveled West, and 2,817,161, or $49\frac{6}{10}\%$ per cent, traveled East.

The rate per passenger per mile for the year ending March 31, 1898, was $2\frac{10}{100}$ cents, and for the year ending March 31, 1899, was $2\frac{3}{100}$ cents.

The passenger business at 448 stations shows an increase during the year of \$812,674.60, and at 87 stations, a decrease of \$75,910.35.

The number of passengers carried shows an increase during the year at 448 stations of 912,939½, and a decrease at 85 stations of 159,352½.

FREIGHT EARNINGS.—Freight Earnings for the year increased \$515,660.88, or $3\frac{1}{10}\%$ per cent.

The revenue from Through Freight (freight delivered to or received from connecting lines) increased \$604,344.32, or $7\frac{1}{10}\%$ per cent, while the revenue from Local Freight decreased \$88,683.44, or $1\frac{4}{10}\%$ per cent.

Of the entire Freight Earnings $58\frac{5}{10}\%$ per cent was from Through Freight, and $41\frac{4}{10}\%$ per cent from Local Freight.

The movement of Freight as compared with the previous year, shows an increase of 437,694 tons, or $5\frac{1}{16}\%$ per cent, and the rate per ton per mile has increased from $1\frac{7}{16}$ cents to $1\frac{9}{16}$ cents.

GROSS EARNINGS from Operation show an increase of \$1,119,331.23, or $5\frac{1}{16}\%$ per cent.

OPERATING EXPENSES show an increase of \$1,021,-304.55, or $8\frac{1}{16}\%$ per cent.

TAXES increased \$58,840.09, or $6\frac{1}{16}\%$ per cent.

Full details of the foregoing, as also statements of Assets and Liabilities, Income Account and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Account for the year is as follows:

| | |
|--|-----------------------|
| For Land, Land Damages..... | \$ 291,412.37 |
| “ Engineering Account..... | 2,750.03 |
| “ New Depots, Shops, etc. | 22,040.83 |
| “ Fences, Crossings and Signs..... | 15,443.00 |
| “ Additional Second Track ($34\frac{7}{16}\%$ Miles)..... | 264,654.41 |
| “ Additional Side Tracks ($13\frac{1}{16}\%$ Miles)..... | 72,239.59 |
| “ Reducing Grades and Change of Line..... | 70,031.73 |
| “ New Equipment..... | 76,247.92 |
| “ Track Elevation in Chicago..... | 367,490.12 |
| “ Chickasha Branch..... | 317,562.52 |
| | <u>\$1,499,872.52</u> |

LAND, LAND DAMAGES.—The more important purchases for this account were for additional yard and terminal facilities at South Chicago and Peoria, Ill., Davenport, Iowa, and Kansas City, Mo., and additional land necessary for right-of-way for change of line near Altamont, Mo., on Southwestern Division.

MASONRY, BRIDGES AND CULVERTS.—Pile, Trestle and Wooden Span Bridges, aggregating in length 14,456 feet, or $2\frac{1}{16}\%$ miles, have been replaced by permanent structures or filled with earth at a cost of \$224,508.55, which amount has been charged to Operating Expenses.

NEW BUILDINGS.—Additional buildings have been constructed during the year as follows:

Depots have been built at Englewood, Normal Park and Midlothian, Ill.

Boiler House and Shop at Herington, Kan.

FENCES, CROSSINGS AND SIGNS. — Interlocking Plants have been erected at crossings of various railroads as follows:

Centerville, Iowa, with Keokuk & Western R. R.

Ottumwa, Iowa, with C., B. & Q. R. R.

Hutchinson, Kan., with A., T. & S. F. Ry.

Meadow, Neb., with Missouri Pacific Ry.

Additional Fencing has been constructed along the line of road in Colorado.

SECOND TRACK.—A Second Track has been constructed from Farnam, Iowa, to West Liberty, Iowa, a distance of $34\frac{1}{10}$ miles, which makes a continuous double track from Chicago, Ill., to the connection with B., C. R. & N. R. R. at West Liberty, Iowa, 221 miles.

SIDE TRACKS.—New Side Tracks aggregating $13\frac{5}{8}$ miles have been constructed on the various Divisions of the road.

REDUCING GRADES AND CHANGE OF LINE.—On the Southwestern Division, near Altamont, Mo., the main track for a distance of about six miles has been reconstructed, reducing curves and grades.

EQUIPMENT.—Seven (7) Composite and Two (2) Postal Cars have been added to the equipment during the year, cost charged to Construction.

Sixteen (16) large Locomotives, Four (4) Passenger Cars and Seven Hundred and Sixty-Nine (769) Box Freight and Coal Cars (capacity 20 to 30 tons) have been purchased or built during the year to take the place of old and worn out equipment, and in addition the equipment has been increased by the purchase of Five Hundred and Twelve (512) (30-ton capacity) Box Freight Cars, the entire cost charged to Operating Expenses.

TRACK ELEVATION IN CHICAGO.—Track elevation was extended during the year from 59th Street to 71st Street, and from 16th Street north over crossings of various roads at that point, in all a distance of $1\frac{1}{2}\%$ miles, at a cost to this Company of \$367,490.12. The cost of that portion of the work north of 63rd Street was borne jointly by this Company and the Lake Shore & Michigan Southern Railway, and that portion south of 63rd Street was at the entire expense of this Company.

CHICKASHA BRANCH.—A branch line has been constructed from Chickasha, Ind. Ter., in a westerly direction to Mountain View, Okla. Ter., a distance of $51\frac{1}{2}\%$ miles, opening up a country heretofore not supplied with railroad facilities. At present most of the land along the line is used for grazing, but as the soil is well adapted for agricultural purposes it will make a good feeder in the near future.

ADDITION AND IMPROVEMENT ACCOUNT.—From 1880 to 1885 there was spent for construction out of the Net Earnings of the Company \$8,213,000.00, which amount was credited to Addition and Improvement Account, and bonds issued and deposited with the Treasurer amounting to \$7,750,000.00, by which the Company pledged itself to pay this sum to the Stockholders, either in Stock of the Company or in cash, at its election.

At the Annual Meeting held in Chicago, June 1st, 1898, resolutions were adopted providing for the issuance of the remaining authorized shares of the Capital Stock of the Company, to-wit: 38,440 shares; and for the payment of \$7,000,000.00 of said bonds by the distribution to Stockholders of record July 1st, 1898, of ten (10) per cent of their holdings in shares of the Capital Stock of the Company, and by the payment to the Trustee of the Addition and Improvement Bonds, on the 1st day of July, 1898, and on the first days of

October, January, April and July thereafter up to and including January 1st, 1903, of \$125,000.00 to be distributed to Stockholders of record as a special dividend on the regular dividend day next following such payment.

As the Additional Stock issued, 38,440 shares, was not sufficient to make the distribution of 10 per cent to Stockholders, it was necessary to purchase in the market 7,716 shares.

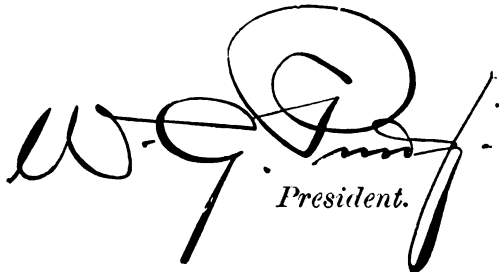
There have been distributed during the year in accordance with these resolutions the following amounts, which have been charged to Addition and Improvement Account:

| | | |
|----------|--|-----------------------|
| 1898. | | |
| June 30. | Account New Stock issued, 38,440 Shares..... | \$3,844,000.00 |
| June 30. | “ Stock purchased, 7,716 Shares..... | 771,600.00 |
| Aug. 1. | Cash Dividend $\frac{1}{4}\%$ | 124,808.00 |
| Nov. 1. | “ “ “ | 124,936.50 |
| 1899. | | |
| Feb. 1. | “ “ “ | 124,963.25 |
| | | <u>\$4,990,307.75</u> |

This leaves a balance to the credit of Addition and Improvement Account, March 31, 1899, of \$3,222,692.25.

The Board of Directors desires to express its appreciation of the fidelity and efficiency with which the Officers and Employés of the Company have discharged their duties during the past year.

By order of the Board of Directors.



President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
DAVENPORT, IOWA, MAY 1, 1899.

W. G. PURDY, ESQ., *President*:

SIR:—The following report of the business of this office, relating to the Land Grant of the Company, for the fiscal year ending March 31, 1899, is respectfully submitted:

Of land, for which deeds or contracts of warranty have been made, 330,1 $\frac{1}{2}$ acres have been sold for \$4,795.00. Quit-claims have been made for 549,1 $\frac{1}{2}$ acres, for which the sum of \$445.00 has been received.

Bills Receivable uncollected amount to \$14,988.99, a decrease in the year of \$5,181.18. Interest and rents for the year were \$1,631.26.

On account of the receipts for the year, there has been remitted to the Treasurer of the Company the sum of \$6,000.00.

The lands now unsold, to which the title on the books is perfected, are 701 acres. There are also some town lots unsold.

Taxes on lands and lots undisposed of on January 1, 1899, have been paid to the amount of \$618.24; this includes taxes paid on land forfeited to the Company, which has been resold at prices sufficient to cover these taxes and unpaid interest on the cancelled sales.

Respectfully,

J. L. DREW,
Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK, AND
COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1899. | Year Ending March 31, 1898. |
|--|------------------------------------|------------------------------------|
| Ties used .....No. | 1,236.091 | 1,141,692 |
| “ cost.....\$ | 463,724.43 | 426,921.15 |
| Steel Rails laid.....Gross Tons | 17,641 | 8,827 |
| “ “ cost.....\$ | 317,043.45 | 158,660.02 |
| Railroad Spikes used.....Lbs. | 923,000 | 798,400 |
| “ “ cost.....\$ | 14,163.30 | 12,844.30 |
| Joint Splices cost.....\$ | 38,496.25 | 41,999.08 |
| Bolts, Nuts and Fastenings cost.....\$ | 15,864.53 | 16,754.01 |
| Track Relaid with New Steel.....miles | 140 | 70 ⁵⁸ / ₁₀₀ |
| “ “ “ “ Ties.....“ | 426 ²⁴ / ₁₀₀ | 393 ⁸² / ₁₀₀ |
| Wire Fencing cost.....\$ | 9,145.53 | 4,029.16 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICE PERFORMED, AND LEADING
ITEMS OF REPAIRS, IN COMPARISON WITH PREVIOUS YEAR.

| | Year Ending March 31, 1899. | Year Ending March 31, 1898. |
|--|--------------------------------|--------------------------------|
| Locomotives | No. 564 | 564 |
| Miles Run during Year | 19,019,315 | 18,182,984 |
| Average Miles Run per Engine..... | 33,722 | 32,239 |
| Cords of Wood consumed by Locomotives.. | 2,917 | 3,628 |
| Tons of Coal consumed by Locomotives..... | 657,832 | 614,371 |
| Total Cost of Fuel consumed by Locomotives \$ | 1,133,847.26 | 1,072,126.61 |
| Total Cost of Repairs of Locomotives..... \$ | 618,090.40 | 601,480.68 |
| Cost of Repairs per Mile Run.....cts. | 3.25 | 3.31 |
| Cost of Oil, Tallow and Waste per Mile Run " | .16 | .15 |
| Cost of Fuel per Mile Run..... | 5.96 | 5.90 |
| Cost of Engineers, Firemen and Wipers per Mile Run..... | 6.87 | 6.55 |
| Average No. of Cars in Passenger Trains...No. | 4.95 | 5.19 |
| Average No. of Cars in Freight Trains..... | 20.18 | 20.41 |
| Average No. of Miles Run per Ton of Coal. " | 28.78 | 29.42 |
| New Engines built to replace old and worn out " | 16 | 10 |
| New Fire Boxes to replace old and worn out. " | 37 | 31 |
| New Steel Tires to replace old and worn out. " | 277 | 253 |
| New Cylinders to replace old and broken... " | 37 | 44 |
| New Driving Wheels..... | 69 | 40 |
| New Tender Frames..... | 77 | 60 |
| New Tanks..... | 3 | 1 |
| New Engine and Tender Trucks | 92 | 69 |
| New Steel Driving Axles..... | 143 | 104 |
| New Smoke Stacks | 103 | 99 |
| New Engine Cabs | 34 | 33 |
| New Pilots..... | 60 | 50 |
| New Crank Pins | 686 | 472 |
| New Steel Piston Rods | 194 | 175 |
| New Injectors..... | 19 | 36 |
| New Cross Heads..... | 28 | 29 |
| New Flues.....Sets. | 49 | 64 |
| Flues Reset..... | 196 | 245 |
| New Flue Sheets.....No. | 61 | 64 |
| New Air Brakes.....Sets. | 5 | 12 |
| Engine Tires Turned..... | 312 | 298 |
| Engines Thoroughly Repaired.....No | 286 | 314 |
| Engines Painted and Varnished..... | 467 | 473 |
| Wheels and Axles used.....Pairs. | 2,517 | 2,197 |

STATEMENT

SHOWING NUMBER OF CARS, SERVICE PERFORMED, ITEMS OF REPAIRS,
AND A COMPARISON WITH PREVIOUS YEAR.

| Cars. | Year Ending March 31, 1899. | Year Ending March 31, 1898. |
|---|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Passenger Coaches, all classes | 295 | 299 |
| Composite Cars | 7 | ... |
| Baggage, Mail, and Express Cars | 87 | 85 |
| Railway Postal Cars | 14 | 12 |
| Dining Cars | 9 | 9 |
| Business and Paymasters' Cars | 6 | 6 |
| Total | 418 | 411 |
| In Freight Service— | | |
| Box Freight Cars | 11,251 | 10,726 |
| Live Stock Cars | 2,393 | 2,356 |
| Platform and Coal Cars | 2,900 | 2,956 |
| Drovers' Caboose and other Cars | 356 | 350 |
| Total | 16,900 | 16,388 |
| Gravel, Hand, and other Cars used in Repairs of Roadway, Track and Bridges | 1,457 | 1,468 |
| Number of Miles Run by Cars in Passenger Service during the Year | 30,677.092 | 28,156,089 |
| Number of Miles Run by Cars in Freight Service during the Year | 171,847.801 | 168,247,591 |
| Number of Miles Run by Cars in Repairs and Construction Work | 3,932.216 | 3,118,940 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

| | | |
|---|--|-----|
| Rebuilt to Replace Worn Out or Destroyed Cars. | { Passenger Cars | 4 |
| | { Freight Cars | 769 |
| Thoroughly Repaired. | { Passenger Coaches | 49 |
| | { Dining Cars | 4 |
| | { Baggage, Mail and Express Cars | 19 |
| Ordinary Repairs. | { Passenger Coaches | 215 |
| | { Dining Cars | 2 |
| | { Baggage, Mail and Express Cars | 41 |
| New Upholstered. | { Passenger Coaches | 27 |
| Repaired and Repainted. | { Drovers' and Caboose Cars | 119 |

REPAIRS MADE—COST CHARGED TO OPERATING EXPENSES.

CONTINUED.

| | |
|---|---------|
| Freight Cars Furnished with New Roofs..... | 1,529 |
| “ “ Furnished with New Floors..... | 419 |
| “ “ Repainted..... | 2,763 |
| “ “ Roofs Repainted..... | 2,643 |
| “ “ Automatic Couplers applied..... | 1,423 |
| “ “ Air Brakes applied..... | 651 |
| Number of Wheels used in Repairs..... | 11,308 |
| Number of Axles used in Repairs..... | 3,110 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year..... | 118,404 |

STATEMENT

SHOWING COMPARATIVE PASSENGER MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1899. | Year Ending March 31, 1898. |
|--|--------------------------------|--------------------------------|
| Number of Passengers carried during year ... | 5,678,621½ | 4,925,034½ |
| “ “ “ First Class | 5,651,474½ | 4,905,846 |
| “ “ “ Second Class and Emgt. | 27,147 | 19,188½ |
| “ “ “ Through | 256,673½ | 204,119 |
| “ “ “ Way | 5,421,948 | 4,720,915½ |
| “ “ “ Moving East | 2,817,161 | 2,432,714 |
| “ “ “ Moving West | 2,861,460½ | 2,492,320½ |
| “ “ “ Carried One Mile..... | 240,826,469 | 196,837,343 |
| Equivalent to carrying each Passenger..... | 42 Miles | 40 Miles |
| Average Rate per Passenger per mile..... \$ | .0218½ | \$.0210½ |
| Earnings of Sleeping Cars for year | 46,809.42 | 46,809.42 |
| Earnings of Dining Cars for year | 72,773.40 | 58,698.43 |
| Earnings from Excess Baggage for year | 83,535.13 | 74,300.84 |
| Earnings from Transportation of Passengers. | 4,897,272.90 | 4,137,008.49 |
| Total Passenger Earnings..... | 5,053,581.43 | 4,316,817.18 |
| Average for each Passenger carried..... \$ | .89 | \$.88 |

| | |
|--|----------------------------|
| Increase in Number of Passengers Carried.... | 753,587 or 15.30 per cent. |
| Increase in Movement of Passengers One Mile. | 43,989,126 “ 22.35 “ |
| Increase in Passenger Earnings..... | \$ 736,764.25 “ 17.10 “ |

STATEMENT OF PASSENGER BUSINESS

C., R. I. & P. R'Y, FOR THE YEAR ENDING MARCH 31, 1899.

| Months. | Dining Car Earnings. | Excess Baggage. | Total Amount Passenger Earnings. | First Class Passengers. | Second Class and Emigrant Passengers. | Total Passengers. | Through Passengers. | Way Passengers. | Passengers East. | Passengers West. | Passengers Carried One Mile. |
|--------------|----------------------|-----------------|----------------------------------|-------------------------|---------------------------------------|-------------------|---------------------|-----------------|------------------|------------------|------------------------------|
| April, 1898. | 4,857.05 | 6,154.85 | 335,678.18 | 408,606½ | 2,679 | 411,285½ | 17,313 | 393,972½ | 204,202½ | 207,083 | 15,310,668 |
| May, " | 5,936.35 | 9,151.07 | 375,918.08 | 473,294½ | 2,597 | 475,891½ | 15,652½ | 460,239 | 236,110½ | 239,781 | 17,738,519 |
| June, " | 7,345.80 | 9,980.19 | 434,607.88 | 423,632 | 2,177 | 425,809 | 21,887½ | 403,921½ | 210,370 | 215,439 | 19,893,116 |
| July, " | 6,759.25 | 7,315.64 | 458,325.95 | 448,840 | 2,203 | 451,043 | 24,417 | 426,626 | 224,111 | 226,932 | 21,697,939 |
| August, " | 7,254.15 | 5,980.40 | 494,579.26 | 470,966 | 2,555 | 473,521 | 23,312 | 450,209 | 235,799 | 237,722 | 22,877,606 |
| Sept., " | 8,202.35 | 6,912.32 | 551,341.96 | 504,469 | 2,420½ | 506,889½ | 29,187 | 477,702½ | 250,136 | 256,753½ | 27,857,149 |
| Oct., " | 7,692.80 | 7,427.53 | 547,619.08 | 564,978½ | 3,030 | 568,008½ | 27,977½ | 540,031 | 282,086½ | 285,922 | 30,028,182 |
| Nov., " | 5,308.00 | 7,637.11 | 390,773.70 | 470,268 | 2,008½ | 472,276½ | 25,716½ | 446,560 | 235,309 | 236,967½ | 19,107,864 |
| Dec., " | 5,274.10 | 6,394.66 | 403,417.52 | 510,317 | 2,301½ | 512,618½ | 17,281½ | 495,337 | 255,365 | 257,253½ | 18,756,332 |
| Jan., 1899. | 4,867.20 | 6,624.94 | 331,050.86 | 456,245½ | 1,315 | 457,560½ | 15,551½ | 442,009 | 225,926½ | 231,634 | 14,972,986 |
| Feb., " | 4,031.95 | 4,751.65 | 321,799.74 | 419,455 | 1,770½ | 421,225½ | 16,012½ | 405,213 | 208,846 | 212,379½ | 14,385,995 |
| March, " | 5,244.40 | 5,204.77 | 408,469.22 | 500,402½ | 2,090 | 502,492½ | 22,365 | 480,127½ | 248,899 | 253,593½ | 18,200,113 |
| Total..... | \$72,773.40 | \$83,535.13 | \$5,053,581.43 | 5,651,474½ | 27,147 | 5,678,621½ | 256,673½ | 5,421,948 | 2,817,161 | 2,861,460½ | 240,826,469 |

1898-1899. 1897-1898.

Average rate per mile per passenger..... .0218% .0218%
Average mileage per passenger..... 42 40

STATEMENT

SHOWING COMPARATIVE FREIGHT MOVEMENT AND EARNINGS FOR
THE YEAR ENDING MARCH 31, 1899.

| | | |
|--|------------------------|-------|
| Amount of Freight transported during the year ending March 31, 1899..... | 16,386,818,737 | lbs. |
| Previous year..... | 15,511,430,977 | " |
| Increase $5\frac{4}{10}\%$ per cent..... | 875,387,760 | " |
| Total paying Freight carried one Mile..... | 1,452,386,498 | tons. |
| Previous year..... | 1,421,433,866 | " |
| Increase $2\frac{18}{100}\%$ per cent | 30,952,632 | " |
| Average Rate per ton per mile | .00 $2\frac{3}{100}\%$ | cts. |
| Previous year..... | .00 $2\frac{7}{100}\%$ | " |
| Number of Loaded Cars moving East..... | 273,019 | ' |
| Number of Loaded Cars moving West..... | 248,801 | |
| Total Number of Loaded Cars..... | 521,820 | |
| Average Distance each Ton of Freight was carried during the year ending March 31, 1899..... | 195 | miles |
| Previous year..... | 200 | " |
| Receipts from Freight, year ending March 31, 1899.. | \$14,351,655.97 | |
| Receipts from Freight, year ending March 31, 1898.. | 13,835,995.09 | |
| Increase $3\frac{73}{100}\%$ per cent..... | \$ 515,660.88 | |
| Carried for Company's use..... | 2,335,609,777 | lbs. |
| Carried for Company's use one mile..... | 143,594,020 | tons. |
| Which, at average rate received, amounts to..... | \$1,421,580.80 | |
| For which no charge has been made. | | |

STATEMENT

OF GROSS EARNINGS FROM OPERATION FOR THE YEAR ENDING MARCH 31, 1899.

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|-----------------|----------------|-----------------|----------------|-----------------|
| 1898. | April | \$ 335,678.18 | \$ 1,092,058.46 | \$ 100,409.95 | \$ 1,528,146.59 |
| | May | 375,918.08 | 1,221,868.46 | 100,487.35 | 1,698,273.89 |
| | June | 434,607.88 | 1,041,254.52 | 100,847.59 | 1,576,709.99 |
| | July | 458,325.95 | 1,105,864.07 | 107,544.26 | 1,671,734.28 |
| | August | 494,579.26 | 1,442,967.98 | 113,515.76 | 2,051,063.00 |
| | September | 551,341.96 | 1,368,007.45 | 111,494.60 | 2,030,844.01 |
| | October | 547,619.08 | 1,507,448.20 | 106,711.75 | 2,161,779.03 |
| | November | 390,773.70 | 1,332,699.37 | 98,439.51 | 1,821,912.58 |
| | December | 403,417.52 | 1,240,601.29 | 97,693.06 | 1,741,711.87 |
| | January | 331,050.86 | 970,769.80 | 117,619.92 | 1,419,440.58 |
| | February | 321,799.74 | 905,642.26 | 103,112.28 | 1,330,554.28 |
| | March | 408,469.22 | 1,122,474.11 | 104,801.39 | 1,635,744.72 |
| | Totals | \$5,053,581.43 | \$14,351,655.97 | \$1,262,677.42 | \$20,667,914.82 |
| 1899. | April | | | | |
| | May | | | | |
| | June | | | | |
| | July | | | | |
| | August | | | | |
| | September | | | | |
| | October | | | | |
| | November | | | | |
| | December | | | | |
| | January | | | | |
| | February | | | | |
| | March | | | | |
| | Totals | | | | |

STATEMENT

OF DISBURSEMENTS FOR MAINTAINING AND OPERATING THE CHICAGO,
ROCK ISLAND & PACIFIC RAILWAY FOR THE
YEAR ENDING MARCH 31, 1899.

MAINTENANCE OF WAY AND STRUCTURES:

| | |
|---|-----------------------|
| Repairs to Roadway..... | \$ 1,612,121.87 |
| Renewals of Rails..... | 214,981.53 |
| Renewals of Ties..... | 497 235.35 |
| Repairs and Renewals of Bridges and Culverts..... | 357,153.76 |
| Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards..... | 88,451.05 |
| Repairs and Renewals of Buildings and Fixtures..... | 447,391.01 |
| Repairs and Renewals of Telegraph..... | 30,817.90 |
| Stationery and Printing..... | 3,341.40 |
| Other Expenses..... | 96.55 |
| Total..... | <u>\$3,251,590.42</u> |

MAINTENANCE OF EQUIPMENT:

| | |
|---|-----------------------|
| Superintendence..... | \$ 45,015.61 |
| Repairs and Renewals of Locomotives..... | 594,497.17 |
| Repairs and Renewals of Passenger Cars..... | 251,792.31 |
| Repairs and Renewals of Freight Cars..... | 960,984.57 |
| Repairs and Renewals of Work Cars..... | 34,872.51 |
| Repairs and Renewals of Shop Machinery and Tools... | 53,120.77 |
| Stationery and Printing..... | 8,814.50 |
| Other Expenses..... | 88,797.64 |
| Total..... | <u>\$2,037,895.08</u> |

CONDUCTING TRANSPORTATION:

| | |
|--|-----------------------|
| Superintendence..... | \$ 226,816.59 |
| Engine and Roundhouse Men..... | 1,276,125.46 |
| Fuel for Locomotives..... | 1,120,877.65 |
| Water Supply for Locomotives..... | 89,915.77 |
| Oil, Tallow and Waste for Locomotives..... | 30,059.16 |
| Other Supplies for Locomotives..... | 18,536.49 |
| Passenger Train Service..... | 296,554.04 |
| Freight Train Service..... | 621,248.92 |
| Passenger Train Supplies and Expenses..... | 140,965.41 |
| Freight Train Supplies and Expenses..... | 92,861.05 |
| Dining Car Expenses..... | 90,808.30 |
| Switchmen, Flagmen and Watchmen..... | 466,771.60 |
| Telegraph Expenses..... | 250,051.12 |
| Station Service..... | 721,702.25 |
| Station Supplies..... | 83,459.72 |
| Passenger Car Mileage, Balance..... | 45,928.88 |
| Freight Car Mileage, Balance..... | 123 811.92 |
| Loss and Damage of Goods and Baggage..... | 45,708.35 |
| Cattle Killed and Damage to Property..... | 37,231.34 |
| Injuries to Persons..... | 140,994.50 |
| Advertising..... | 83,393.45 |
| Outside Agencies..... | 367,423.81 |
| Rents of Buildings and Other Property..... | 189,636.13 |
| Stationery and Printing..... | 88,756.26 |
| Other Expenses..... | 82,851.31 |
| Total..... | <u>\$6,732,489.48</u> |

GENERAL EXPENSES:

| | |
|---|----------------------|
| Salaries of General Officers, Clerks and Attendants.... | \$ 338,085.75 |
| General Office Expenses and Supplies..... | 20,379.04 |
| Insurance..... | 8,560.83 |
| Law Expenses..... | 81,770.31 |
| Stationery and Printing..... | 30,786.15 |
| Other General Expenses..... | 261,150.59 |
| Total..... | <u>\$ 740,732.67</u> |

| | |
|---|------------------------|
| Total Operating Expenses..... | \$12,762,707.65 |
| Taxes..... | 913,402.94 |
| Total Operating Expenses and Taxes..... | <u>\$13,676,110.59</u> |

INCOME

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

| | | |
|----------|---|------------------------|
| 1898. | | |
| May 1. | To Dividend paid—1% | \$ 461,558.00 |
| May 1. | " Int. paid on 5% Ext. and Col. Bonds, refunded .. | 670,584.09 |
| May 1. | " Int. paid on 5% Debenture Bonds, refunded .. | 29,738.33 |
| May 1. | " Int. paid on C. & S. W. Ry. Bonds..... | 175,000.00 |
| July 1. | " Int. paid on 6% Bonds..... | 363,000.00 |
| July 1. | " Int. paid on 4% General Gold Mort. Bonds... | 301,551.67 |
| Aug. 1. | " Dividend paid—1% | 499,232.00 |
| Sept. 1. | " Int. paid on 5% Debenture Bonds, refunded.. | 48,775.00 |
| Nov. 1. | " Dividend paid—1% | 499,746.00 |
| Nov. 1. | " Int. paid on C. & S. W. Ry. Bonds..... | 175,000.00 |
| 1899. | | |
| Jan. 1. | " Int. paid on 6% Bonds..... | 363,000.00 |
| Jan. 1. | " Int. paid on 4% General Gold Mort. Bonds... | 957,966.67 |
| Feb. 1. | " Dividend paid—1% | 499,853.00 |
| Mar. 31. | " Rent Peoria & Bureau Valley R. R..... | 125,000.00 |
| Mar. 31. | " Rent Keokuk & Des Moines Ry..... | 144,855.07 |
| Mar. 31. | " Rent Des Moines & Ft. Dodge R. R..... | 160,730.37 |
| Mar. 31. | " Rent Hannibal & St. Joseph R. R..... | 43,644.36 |
| Mar. 31. | " Rent Union Pacific R. R., Council Bluffs to South Omaha | 45,000.00 |
| Mar. 31. | " Rent Union Pacific R. R., Kansas City to North Topeka..... | 35,916.00 |
| Mar. 31. | " Rent Union Pacific R. R., Limon to Denver. | 67,308.09 |
| Mar. 31. | " Rent Denver & Rio Grande R. R. | 94,348.38 |
| Mar. 31. | " Tolls and Rentals paid Missouri River Bridge Cos..... | 127,736.94 |
| Mar. 31. | " Operating Expenses and Taxes..... | 13,676,110.59 |
| Mar. 31. | " Balance, being Surplus for the year, carried to Profit and Loss Account..... | 1,812,728.03 |
| | | <u>\$21,378,382.59</u> |

PROFIT AND

| | | |
|----------|---|-----------------------|
| 1899. | | |
| Mar. 31. | To Premium paid (5%) on \$40,384,000.00 5% Ext. and Col. Bonds, refunded..... | \$2,019,200.00 |
| Mar. 31. | " Premium paid (5%) on \$4,500,000.00 5% 30-Year Debenture Bonds, refunded | 225,000.00 |
| Mar. 31. | " Expense refunding Ext. and Col. and Deben- ture Bonds..... | 499,146.01 |
| Mar. 31. | " Balance | 3,609,672.57 |
| | | <u>\$6,353,018.58</u> |

ACCOUNT.

COMPANY, FROM APRIL 1, 1898, TO MARCH 31, 1899.

| | |
|--------------|---|
| <u>1899.</u> | |
| Mar. 31. | By Gross Earnings from Operation .....\$20,667,914.82 |
| Mar. 31. | “ Income from Loans and Investments 704,467.77 |
| Mar. 31. | “ Receipts from Land Department 6,000.00 |

\$21,378,382.59

LOSS ACCOUNT.

| | |
|--------------|--|
| <u>1898.</u> | |
| April 1. | By Balance from previous year .....\$4,540,290.55 |
| <u>1899.</u> | |
| Mar. 31. | “ Surplus for year ending March 31, 1899..... 1,812,728.03 |

\$6,353,018.58

| | |
|--------------|-------------------------------|
| <u>1899.</u> | |
| April 1. | By Balance.....\$3,609,672.57 |

CONDENSED BALANCE SHEET

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, APRIL 1, 1899.

CREDIT BALANCES.**LIABILITIES.**

| | | |
|---|---------------|-------------------------|
| Capital Stock fixed \$50,000,000; amount issued \$49,988,300.00 | | |
| Fractional Scrip outstanding, convertible into Stock..... | 11,700.00 | |
| | | \$50,000,000.00 |
| Six per cent Mortgage Coupon Bonds..... | 4,520,000.00 | |
| Six per cent Mortgage Registered Bonds.... | 7,980,000.00 | |
| | | 12,500,000.00 |
| Four per cent General Gold Mortgage Coupon Bonds..... | 43,974,000.00 | |
| Four per cent General Gold Mortgage Registered Bonds..... | 4,607,000.00 | |
| | | 48,581,000.00 |
| Chicago & Southwestern Railway Bonds, guaranteed..... | 5,000,000.00 | |
| Addition and Improvement Account..... | 3,222,692.25 | |
| Accounts Payable..... | 1,212,042.24 | |
| Balance—Profit and Loss..... | 3,609,672.57 | |
| | | <u>\$124,125,407.06</u> |

DEBIT BALANCES.**ASSETS.**

| | |
|---|-------------------------|
| Cost of Road and Equipment, including all Branch Roads owned by the Company..... | \$105,099,541.04 |
| Cost of Track Elevation in Chicago..... | 1,157,144.61 |
| Cost of Railroad Bridge at Rock Island..... | 964,128.96 |
| Capital Stock and Bonds of Connecting Roads..... | 4,606,301.31 |
| Loans and other Investments..... | 2,351,399.01 |
| Advances made to Chicago, Rock Island & Texas Ry. Co., as per agreement dated January 2, 1893..... | 1,956,961.43 |
| Advances made to Chicago, Rock Island & Texas Ry. Co., account of construction Jacksboro Extension..... | 228,831.15 |
| C., R. I. & P. Ry. Co. Capital Stock on hand..... | 78,580.00 |
| C., R. I. & P. Ry. Co. Six per cent Mortgage Bonds on hand..... | 400,000.00 |
| Stock of Material, Fuel, etc., on hand..... | 519,997.58 |
| Due from Post Office Department..... | 152,126.48 |
| Accounts Receivable..... | 938,523.49 |
| Cash and Cash Assets..... | 5,671,872.00 |
| | <u>\$124,125,407.06</u> |

STATEMENT

OF TONNAGE, IN POUNDS, CROSSING THE RAILWAY BRIDGE AT
ROCK ISLAND, ILL., FOR THE YEAR ENDING MARCH 31, 1899.

| Months. | East. | West. | Totals. |
|----------------------|---------------|---------------|---------------|
| 1898. April | 231,225,226 | 125,156,051 | 356,381,277 |
| May | 333,432,833 | 132,063,399 | 465,496,232 |
| June | 196,489,142 | 138,659,182 | 335,148,324 |
| July | 180,348,207 | 137,209,170 | 317,557,377 |
| August | 313,570,118 | 159,426,485 | 472,996,603 |
| September | 263,189,247 | 153,829,472 | 417,018,719 |
| October | 325,681,760 | 172,619,454 | 498,301,214 |
| November | 275,438,438 | 164,960,858 | 440,399,296 |
| December | 289,371,606 | 154,089,113 | 443,460,719 |
| 1899. January | 266,080,032 | 128,963,042 | 395,043,074 |
| February | 215,970,171 | 153,373,085 | 369,343,256 |
| March | 246,250,877 | 170,176,158 | 416,427,035 |
| Totals..... | 3,137,047,657 | 1,790,525,469 | 4,927,573,126 |
| Totals last year.... | 2,932,537,500 | 1,580,990,310 | 4,513,527,810 |
| Increase | 204,510,157 | 209,535,159 | 414,045,316 |

STATEMENT

SHOWING THE NUMBER OF LOADED CARS CROSSING THE RAILWAY
BRIDGE AT ROCK ISLAND, ILL., FOR THE YEAR ENDING
MARCH 31, 1899.

| Months. | East. | West. | Totals. |
|----------------------|---------|--------|---------|
| 1898. April | 6,597 | 5,807 | 12,404 |
| May | 10,662 | 7,102 | 17,764 |
| June | 7,153 | 7,831 | 14,984 |
| July | 7,591 | 7,622 | 15,213 |
| August | 7,537 | 9,667 | 17,204 |
| September | 7,990 | 8,554 | 16,544 |
| October | 8,833 | 10,106 | 18,939 |
| November | 8,286 | 8,248 | 16,534 |
| December | 10,738 | 9,084 | 19,822 |
| 1899. January | 8,889 | 6,924 | 15,813 |
| February | 8,493 | 7,031 | 15,524 |
| March | 8,365 | 8,357 | 16,722 |
| Totals..... | 101,134 | 96,333 | 197,467 |
| Totals last year.... | 100,223 | 80,393 | 180,616 |
| Increase | 911 | 15,940 | 16,851 |

ANNUAL

SHOWING NUMBER OF MEN EMPLOYED, SERVICE
YEAR ENDED

| Service. | 1898. April. | May. | June. | July |
|--|-----------------|--------------|--------------|------------|
| General Offices | 388 | 386 | 387 | 389 |
| Engineers, Firemen and Wipers | 1,224 | 1,289 | 1,265 | 1,273 |
| Machinists | 559 | 548 | 555 | 555 |
| Boiler Makers | 107 | 106 | 98 | 96 |
| Blacksmiths | 123 | 128 | 128 | 126 |
| Car Builders and Repairers | 843 | 887 | 878 | 877 |
| Telegraph Repairers | 32 | 35 | 29 | 22 |
| Train Masters and Dispatchers | 66 | 66 | 67 | 70 |
| Conductors, Baggage-men and Brakemen | 1,077 | 1,116 | 1,150 | 1,123 |
| Agents and Station Service | 2,209 | 2,227 | 2,246 | 2,230 |
| Track Repairers | 2,995 | 3,278 | 3,341 | 3,281 |
| Tankmen | 116 | 127 | 121 | 122 |
| Carpenters and Bridge Builders | 413 | 411 | 459 | 460 |
| Extra Gangs and Construction Trains | 257 | 364 | 401 | 424 |
| Chicago Passenger Station | 62 | 54 | 56 | 60 |
| Dining Car Service | 51 | 61 | 64 | 66 |
| Division Superintendent's Offices | 45 | 40 | 39 | 41 |
| Supply Department Labor | 133 | 138 | 135 | 132 |
| Engineering | 14 | 16 | 15 | 15 |
| | 10,714 | 11,277 | 11,434 | 11,362 |
| | \$574,179.24 | \$611,611.16 | \$609,286.47 | \$602,465. |

Total amount paid during year \$7,200,895.93

Average number of men employed per month 11,144

Average amount paid per month \$600,074.66

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL

MARCH 31, 1899.

| August. | September. | October. | November. | December. | 1899. January. | February. | March. |
|-------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| 393 | 391 | 388 | 388 | 391 | 395 | 394 | 392 |
| 1,283 | 1,263 | 1,268 | 1,284 | 1,353 | 1,244 | 1,239 | 1,232 |
| 561 | 638 | 665 | 657 | 666 | 658 | 653 | 672 |
| 103 | 100 | 110 | 109 | 113 | 111 | 116 | 111 |
| 133 | 134 | 136 | 137 | 139 | 133 | 139 | 143 |
| 907 | 910 | 904 | 894 | 892 | 839 | 868 | 911 |
| 26 | 27 | 32 | 37 | 37 | 23 | 30 | 32 |
| 69 | 67 | 71 | 70 | 67 | 68 | 67 | 68 |
| 1,143 | 1,181 | 1,255 | 1,244 | 1,221 | 1,147 | 1,111 | 1,131 |
| 2,279 | 2,306 | 2,343 | 2,349 | 2,326 | 2,235 | 2,249 | 2,301 |
| 3,707 | 3,679 | 3,516 | 3,014 | 2,183 | 1,864 | 1,795 | 2,380 |
| 125 | 125 | 130 | 125 | 112 | 107 | 114 | 132 |
| 485 | 528 | 513 | 450 | 329 | 381 | 270 | 393 |
| 547 | 534 | 516 | 490 | 280 | 385 | 396 | 491 |
| 56 | 57 | 60 | 59 | 59 | 60 | 59 | 60 |
| 61 | 65 | 66 | 65 | 64 | 64 | 63 | 64 |
| 41 | 40 | 39 | 40 | 40 | 39 | 40 | 40 |
| 143 | 145 | 141 | 140 | 152 | 148 | 135 | 143 |
| 16 | 16 | 15 | 26 | 34 | 44 | 39 | 39 |
| 12,078 | 12,206 | 12,168 | 11,578 | 10,458 | 9,945 | 9,777 | 10,735 |
| \$50,757.37 | \$636,094.97 | \$659,971.14 | \$613,958.98 | \$574,322.65 | \$552,436.31 | \$524,073.21 | \$591,738.62 |

STATEMENT

OF STATISTICS FOR THE YEAR ENDING MARCH 31, 1899.

| Commodities. | Total Quantities. | Total No. of Pounds. | Per Cent. |
|--------------------------------|-------------------|-------------------------|--------------|
| Merchandise.....Lbs. | 1,366,964,840 | 1,366,964,840 | 8.34 |
| Lumber, Lath and Shingles. " | 1,115,851,860 | 1,115,851,860 | 6.81 |
| Agricultural Implements.... " | 149,495,338 | 149,495,338 | .91 |
| Vehicles..... " | 71,835,275 | 71,835,275 | .44 |
| Machinery..... " | 99,008,968 | 99,008,968 | .60 |
| Staves and Headings..... " | 18,980,347 | 18,980,347 | .12 |
| Wool..... " | 17,317,468 | 17,317,468 | .11 |
| Hides..... " | 20,769,049 | 20,769,049 | .13 |
| Oil Cake..... " | 9,640,813 | 9,640,813 | .06 |
| Butter..... " | 13,033,836 | 13,033,836 | .08 |
| Cheese..... " | 2,354,533 | 2,354,533 | .01 |
| Tea..... " | 2,831,623 | 2,831,623 | .02 |
| Coffee..... " | 37,741,008 | 37,741,008 | .23 |
| Lard and Tallow..... " | 21,233,630 | 21,233,630 | .13 |
| Potatoes..... " | 95,501,707 | 95,501,707 | .58 |
| Seed [Grass and Flax]..... " | 53,229,203 | 53,229,203 | .32 |
| Broom Corn..... " | 5,403,013 | 5,403,013 | .03 |
| Mill Stuff..... " | 187,558,020 | 187,558,020 | 1.14 |
| Ore and Bullion..... " | 100,143,934 | 100,143,934 | .61 |
| Lead..... " | 62,213,668 | 62,213,668 | .38 |
| Tile..... " | 48,828,277 | 48,828,277 | .30 |
| Soap..... " | 9,912,357 | 9,912,357 | .06 |
| Canned Goods..... " | 46,361,650 | 46,361,650 | .28 |
| Wire [Fence, etc.]..... " | 102,521,268 | 102,521,268 | .63 |
| Dressed Meat..... " | 72,442,345 | 72,442,345 | .44 |
| Dried Fruit..... " | 22,955,656 | 22,955,656 | .14 |
| Green Fruit..... " | 68,260,816 | 68,260,816 | .42 |
| White Lead..... " | 3,231,831 | 3,231,831 | .02 |
| Furniture..... " | 29,998,469 | 29,998,469 | .18 |
| Cotton..... " | 23,914,992 | 23,914,992 | .15 |
| Emigrant Movables.....Cars. | 2,801 | 56,036,341 | .34 |
| Milk.....Gals. | 1,793,901 | 14,351,211 | .09 |
| Wheat.....Bush. | 16,142,178 | 968,530,625 | 5.91 |
| Malt..... " | 244,548 | 8,803,745 | .05 |
| Corn..... " | 28,058,265 | 1,571,262,843 | 9.59 |
| Rye..... " | 899,555 | 50,375,065 | .31 |
| Oats..... " | 19,131,667 | 612,213,352 | 3.74 |
| Barley..... " | 4,542,565 | 218,043,124 | 1.33 |
| Flour.....Bbls. | 1,918,138 | 414,317,735 | 2.53 |
| Salt..... " | 450,644 | 135,193,187 | .83 |
| Lime..... " | 163,101 | 40,775,330 | .25 |
| Cement..... " | 1,006,438 | 251,609,418 | 1.54 |
| Cured Meats..... " | 320,338 | 108,914,840 | .66 |
| Oil..... " | 482,092 | 183,194,939 | 1.12 |
| Syrup..... " | 138,687 | 83,212,049 | .51 |
| Sugar..... " | 231,089 | 75,103,984 | .46 |
| Whiskey and High Wines.... " | 74,666 | 27,999,709 | .17 |
| Ale and Beer..... " | 175,751 | 57,997,975 | .35 |
| Eggs.....Cases. | 649,253 | 35,708,936 | .22 |
| Railroad Ties.....No | 2,191,430 | 328,714,457 | 2.01 |
| Brick..... " | 89,377,107 | 357,508,427 | 2.18 |
| Cattle..... " | 729,339 | 729,339,304 | 4.45 |
| Hogs..... " | 2,060,930 | 463,709,235 | 2.83 |
| Sheep..... " | 680,758 | 57,864,412 | .35 |
| Horses..... " | 40,127 | 40,126,861 | .24 |
| Ice.....Tons. | 33,419 | 66,838,040 | .41 |
| Coal [Soft]..... " | 1,725,626 | 3,451,252,593 | 21.06 |
| Coal [Hard]..... " | 182,623 | 365,246,582 | 2.23 |
| Coke..... " | 17,070 | 34,140,870 | .21 |
| Iron [Pig and Railroad]..... " | 136,835 | 273,670,132 | 1.67 |
| Iron [Manufactured]..... " | 210,047 | 420,094,776 | 2.56 |
| Hay..... " | 56,553 | 113,105,878 | .69 |
| Sand and Gravel..... " | 236,136 | 472,271,924 | 2.88 |
| Stone..... " | 209,878 | 419,755,044 | 2.56 |
| Total..... | | 16,386,818,737 | 100.00 |

SUMMARY.

| | Year Ending March 31, 1909. | Year Ending March 31, 1899. |
|---|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains. | 6,198,769 | 5,588,191 |
| Number of Miles run by Freight Trains. | 8,365,560 | 8,387,650 |
| Number of Miles run by Switching Trains. | 3,879,809 | 3,764,670 |
| Number of Miles run by Gravel and Construction Trains. | 575,177 | 442,473 |
| Total Number of Miles run. | 19,019,315 | 18,182,984 |
| Number of Tons Freight carried one Mile. | 1,452,386,498 | 1,421,433,868 |
| Number of Passengers carried one Mile. | 240,826,469 | 196,837,343 |
| Earnings per Mile run by Freight Trains. | \$1.72 | \$1.65 |
| Earnings per Mile run by Passenger Trains. | .98 | .95 |
| Expenses per Mile run, including Taxes. | .72 | .69 |
| Percentage of Operating Expenses to Earnings. | 61.7% | 60.0% |
| Percentage of Expenses and Taxes to Earnings. | 66.1% | 64.1% |
| Cost per Ton and per Passenger per Mile, assuming one Passenger equal to one Ton of Freight. | .00102% | .00100% |
| Aggregate of Tons Freight and Passengers carried one Mile. | 1,693,212,967 | 1,618,271,209 |
| Amount received per Ton per Mile. | .0018% | .0018% |
| Amount received per Passenger per Mile. | .021330 | .021000 |
| Cost of Maintaining Repairs of Track and Bridges per Mile run. | .15 | .15 |
| Number of Passengers carried one Mile for each Mile run by Passenger Trains. | 39 | 35 |

The Denver & Rio Grande Railroad Company.

STATEMENT OF APPROXIMATE GROSS EARNINGS.

1898.

For FIRST week of MAY \$ 141,900

Same week last year 123,500

INCREASE \$ 18,400

Total for month to date \$

Same period last year
\$

July 1st to latest date \$6,995,800

Same period last year 5,769,500

INCREASE \$ 1,126,300

New York, MAY 10 1898.

EQUIPMENT.

Locomotives,

Passenger Cars,

Mail, Baggage and Express Cars,

Freight and other Cars,

Barges, Floats and Tugs,

TOTAL COST OF EQUIPMENT,

GRAND TOTAL COST OF ROAD AND EQUIPMENT,

Cost of Road per mile owned \$ 57859
 Cost of Equipment per mile of Road owned, \$

Cost of Road and Equipment per mile of Road owned, \$ 57859
 Cost of Equipment per mile of Road operated, \$

271.871

16

8757.09739

Total in
ExpensesNet inc
ChargesSurplus
From A
Gross ea
Other incTotal income
Expenses andNet income
Charges

Surplus

Fix

HARVEY FISK & SONS,
STATISTICAL DEPARTMENT

NOT TO BE LOANED OR TAKEN FROM OFFICE.

6/21/00

TWENTIETH ANNUAL REPORT

— OF THE —

DIRECTORS TO THE STOCKHOLDERS

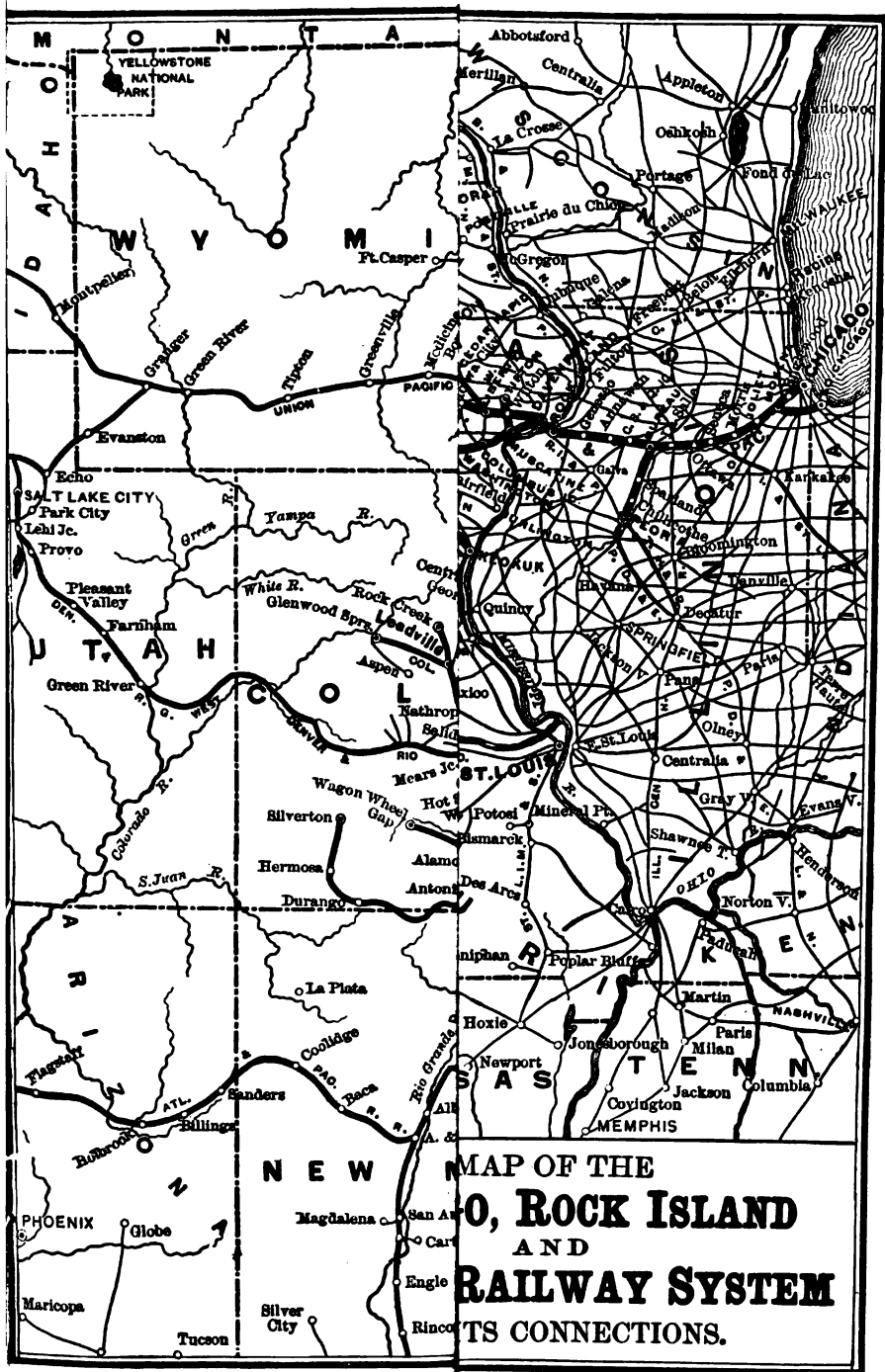
— OF THE —

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1900.

THE RYAN & HART CO., PRINTERS, 22-24 CUSTOM HOUSE PL., CHICAGO.



TWENTIETH ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1900.

DIRECTORS AND OFFICERS
OF THE
Chicago, Rock Island & Pacific Railway Co.
FOR 1900.

DIRECTORS.

| | | | |
|------------------------|----------|----------------------|-------------|
| H. R. BISHOP | New York | TRACY DOWS | New York |
| HENRY M. FLAGLER | New York | A. R. FLOWER | New York |
| ALEXANDER E. ORR | New York | MARSHALL FIELD | Chicago |
| OGDEN MILLS | New York | W. G. PURDY | Chicago |
| G. S. BREWSTER | New York | H. A. PARKER | Chicago |
| W. A. NASH | New York | R. R. CABLE | Rock Island |

F. H. GRIGGS, Davenport, Iowa.

GENERAL OFFICERS.

| | |
|---|-------------|
| R. R. CABLE, Chairman of the Board | Rock Island |
| W. G. PURDY, President | Chicago |
| H. A. PARKER, First Vice-President and General Manager | Chicago |
| ROBERT MATHER, Second Vice-President and General Attorney | Chicago |
| J. M. JOHNSON, Third Vice-President and Freight Traffic Manager | Chicago |
| F. E. HAYNE, Treasurer and Assistant Secretary | Chicago |
| GEO. H. CROSBY, Secretary | Chicago |
| GEO. T. BOGGS, Assistant Treasurer and Assistant Secretary | New York |
| C. F. JILSON, Assistant Treasurer | Chicago |
| T. B. DIXCY, Assistant Treasurer | Topeka |
| A. J. HITT, General Superintendent | Chicago |
| S. C. MATTHEWS, Auditor | Chicago |
| JOHN SEBASTIAN, General Passenger and Ticket Agent | Chicago |
| H. GOWER, Assistant Freight Traffic Manager | Chicago |
| E. B. BOYD, General Freight Agent—Lines East of Missouri River | Chicago |
| H. H. EMBRY, General Freight Agent—Lines West of Missouri River | Topeka |
| F. A. MARSH, Purchasing Agent | Chicago |
| M. A. LOW, General Attorney | Topeka |
| WM. LA VENTURE, Land Commissioner | Davenport |
| CORN EXCHANGE BANK, Registrar of Stock | New York |

EXECUTIVE COMMITTEE.

| | |
|------------------------|---------------|
| R. R. CABLE, Chairman. | |
| H. R. BISHOP. | W. G. PURDY. |
| MARSHALL FIELD. | A. R. FLOWER. |

TWENTIETH ANNUAL REPORT
OF THE
DIRECTORS TO THE STOCKHOLDERS
OF THE
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

The Board of Directors submits the following report for the year ending March 31, 1900:

| | |
|--|------------------------|
| Gross Earnings from Operation..... | \$22,650,604.91 |
| Operating Expenses..... | \$14,083,768.52 |
| Taxes | 898,682.36 |
| | <u>\$14,982,450.88</u> |
| Net Earnings from Operation.... | \$ 7,668,154.03 |
| Add Income from Loans and Investments.... | 698,439.61 |
| “ Net Cash Receipts from Land Sold..... | 3,000.00 |
| | <u>\$ 8,369,593.64</u> |
| Net Income | |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$ 3,055,313.33 |
| “ Rentals of Leased Lanes..... | 717,416.99 |
| “ Rentals and Tolls Missouri River Bridges | 134,802.20 |
| “ Dividend on Capital Stock—4% *..... | 1,999,586.00 |
| | <u>\$ 5,907,118.52</u> |
| Surplus for the Year | \$ 2,462,475.12 |

The Capital Stock and Bonded Debt of the Company is as follows:

| | |
|--|-----------------|
| Capital Stock issued..... | \$49,991,700.00 |
| Fractional Scrip convertible into Stock..... | 8,300.00 |
| Six per cent Mortgage Bonds..... | 12,500,000.00 |
| Four per cent General Gold Mortgage Bonds..... | 54,581,000.00 |

* In addition to dividend there has been distributed to Stockholders \$499,896.50 from Addition and Improvement Account, being one-quarter (¼) per cent each on May 1, August 1 and November 1, 1899, and February 1, 1900, as a special dividend.

Main Line and Branch Railroads owned, leased and operated by the Chicago, Rock Island & Pacific Railway Company at the date of this report, are as follows:

LINES OWNED.

| | MILES. |
|--|----------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 500.20 |
| Davenport, Iowa, to Atchison, Kan..... | 341.45 |
| Edgerton Junc., Mo., to Leavenworth, Kan..... | 20.36 |
| Washington, Iowa, to Knoxville, Iowa..... | 79.31 |
| South Englewood, Ill., to South Chicago, Ill..... | 7.43 |
| Wilton, Iowa, to Muscatine, Iowa..... | 12.04 |
| Wilton, Iowa, to Lime Kilns, Iowa..... | 6.08 |
| Newton, Iowa, to Monroe, Iowa..... | 17.02 |
| Des Moines, Iowa, to Indianola and Winterset, Iowa.... | 47.08 |
| Menlo, Iowa, to Guthrie Center, Iowa..... | 14.44 |
| Atlantic, Iowa, to Audubon, Iowa..... | 24.41 |
| Atlantic, Iowa, to Griswold, Iowa..... | 14.22 |
| Avoca, Iowa, to Carson, Iowa..... | 17.73 |
| Avoca, Iowa, to Harlan, Iowa..... | 11.88 |
| Mt. Zion, Iowa, to Keosauqua, Iowa..... | 4.50 |
| Altamont, Mo., to St. Joseph, Mo..... | 49.30 |
| South St. Joseph, Mo., to Rushville, Mo..... | 15.05 |
| Kansas City, Mo., to Armourdale, Kan..... | 2.45 |
| South Omaha, Neb., to Jansen, Neb..... | 104.30 |
| Elwood, Kan., to Liberal, Kan..... | 439.54 |
| Herington, Kan., to Terral, Ind. Ter..... | 349.07 |
| Herington, Kan., to Salina, Kan..... | 49.30 |
| Horton, Kan., to Roswell, Colo..... | 568.65 |
| Fairbury, Neb., to Nelson, Neb..... | 51.53 |
| McFarland, Kan., to Belleville, Kan..... | 103.98 |
| Dodge City, Kan., to Bucklin, Kan..... | 26.64 |
| Chickasha, Ind. Ter., to Mountain View, Okla. Ter..... | 51.22 |
| North Enid, Okla. Ter., to Billings, Okla. Ter..... | 26.74 |
| Total miles owned..... | 2,955.92 |

LINES LEASED.

| | |
|---|--------|
| Bureau, Ill., to Peoria, Ill..... | 46.99 |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.20 |
| Des Moines, Iowa, to Ft. Dodge and Ruthven, Iowa..... | 143.51 |
| Total miles leased..... | 352.70 |

TRACKAGE RIGHTS.

| | |
|---|----------|
| Over Hannibal & St. Joseph R. R.— | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 |
| Over Union Pacific R. R.— | |
| Council Bluffs, Iowa, to South Omaha, Neb..... | 7.02 |
| Kansas City, Mo., to North Topeka, Kan..... | 67.35 |
| Limon, Colo., to Denver, Colo..... | 89.78 |
| Over Denver & Rio Grande R. R.— | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 |
| Total miles trackage rights..... | 338.05 |
| Total miles of road over which trains are operated..... | 3,646.67 |

The road is located in different States as follows:

| |
|--------------------------------|
| 236.51 miles in Illinois. |
| 1,069.09 " " Iowa. |
| 287.14 " " Missouri. |
| 1,124.30 " " Kansas. |
| 250.44 " " Nebraska. |
| 376.94 " " Colorado. |
| 108.19 " " Indian Territory. |
| 194.06 " " Oklahoma Territory. |
| 3,646.67 miles. |
| 239.72 miles of second track. |
| 9.43 " " third track. |
| 734.52 " " side track. |

Equal to 4,630.34 miles of single track.

Statement showing the details of Earnings and Percentage of Operating Expenses as compared with the previous fiscal year:

| | Year Ending March 31, 1900. | Year Ending March 31, 1899. |
|---------------------------------------|--------------------------------|--------------------------------|
| Gross Earnings— | | |
| Passenger Transportation | \$ 5,541,036.60 | \$ 5,053,581.43 |
| Freight " | 15,881,092.46 | 14,351,655.97 |
| Mail " | 634,433.60 | 596,036.13 |
| Express " | 409,200.00 | 409,200.00 |
| Rents | 177,549.98 | 249,969.85 |
| Telegraph | 7,292.27 | 7,471.44 |
| Total Gross Earnings from Operation.. | \$22,650,604.91 | \$20,667,914.82 |
| Operating Expenses | \$14,083,768.52 | \$12,762,707.65 |
| Taxes | 898,682.36 | 913,402.94 |
| Total Operating Expenses and Taxes.. | \$14,982,450.88 | \$13,676,110.59 |
| Net Earnings from Operation..... | \$ 7,668,154.03 | \$ 6,991,804.23 |
| Percentage of Operating Expenses to | | |
| Gross Earnings from Operation..... | 62 $\frac{1}{100}$ % | 61 $\frac{1}{100}$ % |
| Same, including Taxes..... | 66 $\frac{1}{100}$ % | 66 $\frac{1}{100}$ % |

PASSENGER EARNINGS.—In comparison with the previous year, Passenger Earnings show an increase of \$487,455.17, or 9 $\frac{1}{100}$ % per cent, which is made up of an increase in earnings from connecting lines of \$117,016.66, or 13 $\frac{1}{100}$ % per cent, and an increase from business originating on our own line of \$370,438.51, or 8 $\frac{1}{100}$ % per cent.

The total number of passengers carried increased 742,002, or $13\frac{0}{100}\%$ per cent.

The number of first-class passengers carried increased 736,583, or $13\frac{0}{100}\%$ per cent.

The number of second-class and emigrant passengers carried increased 5,419, or $19\frac{0}{100}\%$ per cent.

The number of passengers carried one mile increased 18,836,525 or $7\frac{8}{100}\%$ per cent.

The average distance traveled by each passenger during the year ending March 31, 1899, was 42 miles, and during the past year 40 miles.

The number of through passengers (passengers delivered to or received from connecting lines) increased 21,299, or $8\frac{3}{100}\%$ per cent, and the number of way (local) passengers increased 720,703, or $13\frac{0}{100}\%$ per cent.

Of all the passengers carried 3,240,022, or $50\frac{4}{100}\%$ per cent, traveled West, and 3,180,601, or $49\frac{5}{100}\%$ per cent, traveled East.

The rate per passenger per mile for the year ending March 31, 1899, was $2\frac{3}{100}\%$ cents, and for the year ending March 31, 1900, was $2\frac{0}{100}\%$ cents.

The passenger business at 400 stations shows an increase during the year of \$536,122.56, and at 139 stations a decrease of \$48,667.39.

The number of passengers carried shows an increase during the year at 429 stations of 923,819, and a decrease at 109 stations of 181,817.

FREIGHT EARNINGS—Freight Earnings for the year increased \$1,529,436.49, or $10\frac{6}{100}\%$ per cent.

The revenue from Through Freight (freight delivered to or received from connecting lines) increased \$994,687.00, or $11\frac{8}{100}\%$ per cent, and the revenue from Local Freight increased \$534,749.49, or $8\frac{0}{100}\%$ per cent.

Of the entire Freight Earnings $59\frac{1}{100}\%$ per cent was from Through Freight, and $40\frac{0}{100}\%$ per cent from Local Freight.

The movement of freight earning revenue as compared with the previous year, shows an increase of 512,762 tons, or $7\frac{3}{10}\%$ per cent, the rate per ton per mile being $1\frac{1}{10}\%$ cents, the same as for the last fiscal year.

GROSS EARNINGS from Operation show an increase of \$1,982,690.09, or $9\frac{1}{10}\%$ per cent.

OPERATING EXPENSES show an increase of \$1,321,060.87, or $10\frac{3}{10}\%$ per cent.

TAXES decreased \$14,720.58, or $1\frac{1}{10}\%$ per cent.

Full details of the foregoing, as also statements of Assets and Liabilities, Income Account and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Account for the year is as follows :

| | |
|--|-----------------------|
| For Land, Land Damages..... | \$ 257,094.67 |
| " Engineering Account..... | 9,609.45 |
| " New Depots, Shops, etc..... | 2,522.15 |
| " Fences, Crossings and Signs..... | 18,409.27 |
| " Additional Side Track ($11\frac{1}{10}$ Miles)..... | 97,505.10 |
| " New Yards at Davenport and Peoria..... | 18,023.98 |
| " New Equipment..... | 79,616.74 |
| " Track Elevation in Chicago..... | 220,970.07 |
| " Chickasha Branch..... | 239,320.39 |
| " Fort Sill Branch..... | 43,017.60 |
| " Enid & Tonkawa Railway..... | 214,513.28 |
| | <u>\$1,200,602.70</u> |

LAND, LAND DAMAGES.—The more important purchases for this account were for dock property at South Chicago, Ill., and for additional yard and terminal facilities at Chicago, Ill., Davenport and Des Moines, Iowa, Kansas City, Mo., and Armourdale, Kan.

MASONRY, BRIDGES AND CULVERTS.—Pile, Trestle and Wooden Span Bridges, aggregating in length 15,184 feet, or $2\frac{8}{10}\%$ miles, have been replaced by permanent structures or filled with earth at a cost of \$203,135.11, which amount has been charged to Operating Expenses.

FENCES, CROSSINGS AND SIGNS.—An Interlocking Plant has been erected at crossing with Pennsylvania Company at Englewood, Ill.

An Electric Train Block System has been established on the line between Beverly and Stillings, Mo.

Additional Fencing has been constructed along the line of road in Colorado.

SIDE TRACKS.—New Side Tracks aggregating 11 $\frac{1}{2}$ miles have been constructed on various Divisions of the road.

EQUIPMENT.—Two (2) Parlor Cars and Eight (8) Coaches have been purchased during the year, and the cost charged to Construction.

The following Equipment has been built at Company's Shops or purchased during the year, and the cost of same charged to Operating Expenses:

Four (4) Passenger Locomotives.

Twelve (12) Freight Locomotives.

Two (2) Switching Locomotives.

Four (4) Reclining Chair Cars.

Seven (7) Passenger Coaches.

One (1) Post Office Car.

Two (2) Baggage, Mail and Express Cars.

Two (2) Baggage and Express Cars.

One Hundred (100) Fifty-foot Furniture Cars.

Two Hundred and Twenty-Six (226) Box Freight Cars.

Twenty-Nine (29) Stock Cars.

Five Hundred and Forty-Eight (548) Flat and Coal Cars.

One (1) Caboose Car.

Two (2) Miscellaneous Cars.

TRACK ELEVATION IN CHICAGO.—Track Elevation was extended during the year from 71st Street to 78th Street, a distance of $\frac{3}{4}$ of a mile, at a cost of \$220,970.07. This completes the track elevation as provided for in ordinances passed by the City Council.

The total length of road now elevated is $7\frac{3}{10}\%$ miles, equal to $29\frac{4}{10}\%$ miles of main and side tracks. The proportion of cost paid by this Company being \$1,378,114.68.

ENID & TONKAWA RAILWAY COMPANY.—Under authority of the Board of Directors, dated March 16th, 1899, this Company advanced to the Enid & Tonkawa Railway Company, funds for the construction of a line from North Enid to Billings, Oklahoma Territory, a distance of $26\frac{1}{10}\%$ miles. On December 22nd, 1899, the property was purchased by this Company and is now a part of the System.

CHICKASHA BRANCH.—An extension of this line is in process of construction, a distance of about 40 miles west from Mountain View, O. T. Of the amount expended during the year, \$154,749.90 represents the completion of the mileage, Chickasha to Mountain View, $51\frac{2}{10}\%$ miles, included in last year's report, and \$81,434.14, the amount expended on the line west of Mountain View, the mileage of which will be included in next year's report.

FORT SILL BRANCH.—A line is in process of construction from Anadarko to Fort Sill, Oklahoma Territory, which, when completed, will be about 32 miles in length. No portion of this line is at present ready for operation. About 15 miles of grading has been done; the amount expended to date is \$43,017.60.

ADDITION AND IMPROVEMENT ACCOUNT.—There has been distributed to Stockholders during the year from Addition and Improvement Account, as a special dividend, \$499,896.50, being one-quarter per cent quarterly on May 1st, August 1st, November 1st, 1899, and February 1st, 1900, on full shares of stock outstanding (no dividend being paid on fractional shares) as authorized at the Annual Meeting held in Chicago, June 1st, 1898, and referred to in last Annual Report.

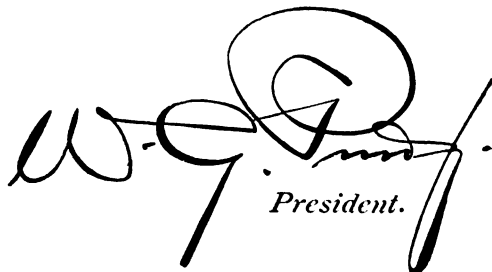
WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY.—In 1885, 1886 and 1887, this Company advanced

to the Wisconsin, Minnesota & Pacific Railway Company, funds for the construction of lines from Red Wing to Mankato, Minn., and from Morton, Minn., to Watertown, S. Dak., in all about 217 miles of main track. This Company was secured by the entire issue of bonds of that Company, amounting to \$3,228,000.00, which bonds were deposited with the United States Trust Company of New York as collateral for an equal amount of Chicago, Rock Island & Pacific Extension and Collateral 5 per cent Bonds. On May 1st, 1894, following upon a foreclosure of the mortgage securing said \$3,228,000.00 Bonds, the Wisconsin, Minnesota & Pacific Railway Company was reorganized under the name of the Wisconsin, Minnesota & Pacific Railroad Company, and stock issued to the amount of \$5,205,000.00, no bonds being issued by the reorganized Company. All of the said stock was owned by this Company and on the execution of the 4 per cent General Gold Mortgage of this Company, was deposited with the Central Trust Company of New York as collateral.

The Directors decided to dispose of the property, and all the interest of this Company therein was accordingly sold during the past year.

The Directors of the Company take pleasure in expressing their appreciation of the faithful services rendered by the Officers and Employes during the past year.

By order of the Board of Directors.



President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
DAVENPORT, IOWA, MAY 1, 1900.

W. G. PURDY, ESQ., *President*,
Chicago :

SIR :—The following report of the business of this office, relating to the Land Grant of this Company in Iowa, for the fiscal year ending March 31, 1900, is respectfully submitted :

Of land, for which contracts or deeds of warranty have been issued, 360 acres have been sold for the total consideration of \$5,075.00. Quit-claims have been issued to 640 acres of land to which the Company's title was invalid, for which \$20.00 were received.

Bills Receivable uncollected now amount to \$13,848.23—a decrease for the year of \$1,140.76. Interest and rents received were \$1,075.78.

There has been remitted to the Treasurer on account of receipts the sum of \$3,000.00.

Lands unsold to which the title is perfect now amount to 541 acres.

The taxes on real estate paid during the year, including taxes on lands forfeited to the Company and resold, and lots in the town of Audubon were \$420.63. In all cases of forfeited lands, new sales have been made at prices sufficient to cover the cancelled bills receivable with interest and taxes.

Very respectfully,

J. L. DREW,
Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK.

| | Year Ending March 31, 1900. | Year Ending March 31, 1899. |
|--|--------------------------------|--------------------------------|
| Ties used No. | 1,259,942. | 1,236,091. |
| " cost \$ | 501,867.55 | 463,724.43 |
| Steel Rails laid Gross Tons | 17,995. | 17,641. |
| " cost \$ | 407,317.46 | 317,043.45 |
| Railroad Spikes used Lbs. | 1,041,800. | 923,000. |
| " cost \$ | 15,906.00 | 14,163.30 |
| Joint Splices cost \$ | 138,901.74 | 38,486.25 |
| Bolts, Nuts and Fastenings cost \$ | 31,502.70 | 15,864.53 |
| Track Relaid with New Steel Miles | 143.16 | 140. |
| " " " " Ties " | 419.16 | 426.16 |
| Wire Fencing cost \$ | 10,138.13 | 9,145.53 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICE PERFORMED, AND LEADING
ITEMS OF REPAIRS.

| | Year Ending March 31, 1900. | Year Ending March 31, 1899. |
|---|--------------------------------|--------------------------------|
| Locomotives.....No. | 564 | 564 |
| Miles Run during Year....." | 20,028,963 | 19,019,315 |
| Average Miles Run per Engine....." | 35,512 | 33,722 |
| Cords of Wood consumed by Locomotives....." | 2,819 | 2,917 |
| Tons of Coal consumed by Locomotives....." | 721,255 | 657,832 |
| Total Cost of Fuel consumed by Locomotives \$ | 1,264,143.93 | 1,133,847.26 |
| Total Cost of Repairs of Locomotives \$ | 693,262.56 | 618,090.40 |
| Cost of Repairs per Mile Run.....cts. | 3.46 | 3.25 |
| Cost of Oil, Tallow and Waste per Mile Run " | .16 | .16 |
| Cost of Fuel per Mile Run....." | 6.31 | 5.96 |
| Cost of Engineers, Firemen and Wipers per Mile Run....." | 6.82 | 6.87 |
| Average No. of Cars in Passenger Trains ..No. | 5.07 | 4.95 |
| Average No. of Cars in Freight Trains....." | 20 | 20.18 |
| Average No. of Miles Run per Ton of Coal .." | 27.66 | 28.78 |
| New Engines built to replace old and worn out " | 18 | 16 |
| New Fire Boxes to replace old and worn out .." | 32 | 37 |
| New Steel Tires to replace old and worn out. " | 240 | 277 |
| New Cylinders to replace old and broken...." | 35 | 37 |
| New Driving Wheels | 51 | 69 |
| New Tender Frames | 75 | 77 |
| New Tanks....." | 2 | 3 |
| New Engine and Tender Trucks....." | 126 | 92 |
| New Steel Driving Axles | 112 | 143 |
| New Smoke Stacks....." | 146 | 103 |
| New Engine Cabs....." | 33 | 34 |
| New Pilots....." | 70 | 60 |
| New Crank Pins....." | 582 | 686 |
| New Steel Piston Rods....." | 163 | 194 |
| New Injectors....." | 75 | 19 |
| New Cross Heads | 27 | 28 |
| New Flues.....Sets | 56 | 49 |
| Flues Reset....." | 215 | 196 |
| New Flue Sheets | 55 | 61 |
| New Air Brakes.....Sets | 5 | 5 |
| Engine Tires Turned....." | 351 | 312 |
| Engines Thoroughly Repaired.....No. | 302 | 286 |
| Engines Painted and Varnished....." | 578 | 467 |
| Wheels and Axles used | 2,897 | 2,517 |

STATEMENT

SHOWING NUMBER OF CARS AND SERVICE PERFORMED.

| Cars. | Year Ending March 31, 1900. | Year Ending March 31, 1899. |
|--|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Passenger Coaches, all classes..... | 302 | 295 |
| Parlor Cars..... | 2 | ... |
| Composite Cars..... | 7 | 7 |
| Baggage, Mail and Express Cars..... | 88 | 87 |
| Railway Postal Cars..... | 14 | 14 |
| Dining Cars..... | 9 | 9 |
| Business and Paymasters' Cars..... | 6 | 6 |
| Total..... | 428 | 418 |
| In Freight Service— | | |
| Box Freight Cars..... | 11,367 | 11,251 |
| Live Stock Cars..... | 2,411 | 2,393 |
| Platform and Coal Cars..... | 2,967 | 2,900 |
| Drovers', Caboose and other Cars.... | 405 | 356 |
| Total..... | 17,150 | 16,900 |
| Gravel, Hand, and other Cars used in Repairs of Roadway, Track and Bridges..... | 1,492 | 1,457 |
| Number of Miles Run by Cars in Passenger Service during the Year..... | 32,162,444 | 30,677,092 |
| Number of Miles Run by Cars in Freight Service during the Year.... | 181,140,076 | 171,847,801 |
| Number of Miles Run by Cars in Repairs and Construction Work..... | 4,543,679 | 3,932,216 |

STATEMENT

SHOWING ITEMS OF REPAIRS TO CARS—COST CHARGED TO
OPERATING EXPENSES.

| | | |
|---|-------------------------------------|---------|
| Rebuilt to Replace Worn Out or Destroyed Cars..... | { Passenger Cars | 16 |
| | { Freight Cars..... | 656 |
| Thoroughly Repaired..... | { Passenger Coaches..... | 38 |
| | { Dining Cars..... | 1 |
| | { Baggage, Mail and Express Cars.. | 22 |
| | { Business and Paymasters' Cars.... | 2 |
| Ordinary Repairs | { Passenger Coaches..... | 231 |
| | { Composite Cars..... | 10 |
| | { Dining Cars..... | 10 |
| | { Baggage, Mail and Express Cars.. | 67 |
| | { Business and Paymasters' Cars.... | 3 |
| New Upholstered..... | { Passenger Coaches | 14 |
| | { Dining Cars..... | 1 |
| | { Business and Paymasters' Cars.... | 2 |
| General Repairs..... | { Drivers' and Caboose Cars..... | 107 |
| Freight Cars Furnished with New Roofs..... | | 845 |
| “ “ Furnished with New Floors | | 851 |
| “ “ Repainted | | 2,000 |
| “ “ Roofs Repainted..... | | 1,648 |
| “ “ Automatic Couplers applied..... | | 1,237 |
| “ “ Air Brakes applied..... | | 3 |
| Number of Wheels used in Repairs..... | | 15,585 |
| Number of Axles used in Repairs..... | | 3,527 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year..... | | 130,044 |

STATEMENT OF PASSENGER BUSINESS

FOR THE YEAR ENDING MARCH 31, 1900.

| Months. | Dining Car Earnings. | Excess Baggage. | Total Amount Passenger Earnings. | First Class Passengers. | Second Class and Emigrant Passengers. | Total Passengers. | Through Passengers. | Way Passengers. | Passengers East. | Passengers West. | Passengers Carried One Mile. |
|--------------|----------------------|-----------------|----------------------------------|-------------------------|---------------------------------------|-------------------|---------------------|-----------------|------------------|------------------|------------------------------|
| April, 1899. | 5,437.85 | 6,589.55 | 372,086.90 | 452,634 | 2,737 | 455,371 | 17,344 | 438,027 | 226,092 | 229,279 | 16,779,970 |
| May, " | 6,975.75 | 12,203.98 | 419,553.54 | 483,252 | 2,990 | 486,251 | 19,848 | 466,403 | 241,229 | 245,022 | 18,929,801 |
| June, " | 8,132.35 | 10,285.10 | 450,365.37 | 459,585 | 3,213 | 462,798 | 22,138 | 440,660 | 228,022 | 234,176 | 21,349,449 |
| July, " | 8,529.95 | 8,342.46 | 498,752.65 | 513,472 | 2,556 | 516,028 | 26,539 | 489,492 | 256,414 | 259,014 | 24,005,298 |
| August, " | 9,223.75 | 6,457.50 | 566,533.25 | 546,444 | 3,018 | 549,462 | 23,824 | 525,638 | 273,632 | 275,830 | 26,427,571 |
| Sept., " | 9,481.55 | 7,324.99 | 566,186.28 | 616,183 | 3,155 | 619,318 | 37,096 | 582,222 | 305,633 | 313,085 | 28,166,701 |
| Oct., " | 8,510.15 | 10,653.03 | 539,701.45 | 590,349 | 2,786 | 593,135 | 27,328 | 565,807 | 292,722 | 300,413 | 25,514,390 |
| Nov., " | 6,632.65 | 8,018.85 | 431,620.34 | 528,197 | 2,470 | 530,667 | 21,956 | 508,711 | 263,675 | 268,092 | 20,389,784 |
| Dec., " | 6,888.40 | 8,294.92 | 475,595.10 | 593,198 | 2,833 | 596,031 | 22,098 | 573,933 | 296,127 | 299,904 | 22,529,514 |
| Jan., 1900. | 6,450.80 | 7,505.19 | 419,014.86 | 545,307 | 2,769 | 548,076 | 21,782 | 526,294 | 271,331 | 276,745 | 19,323,884 |
| Feb., " | 5,554.60 | 5,166.17 | 354,934.83 | 490,322 | 1,732 | 492,054 | 15,313 | 476,741 | 244,293 | 247,761 | 15,954,677 |
| March, " | 6,757.60 | 6,084.75 | 446,662.03 | 569,114 | 2,318 | 571,432 | 22,709 | 548,723 | 280,831 | 290,601 | 19,391,865 |
| Totals . . . | \$88,985.40 | \$96,908.49 | \$5,541,036.60 | 6,388,057 | 32,566 | 6,420,623 | 277,972 | 6,142,651 | 3,180,601 | 3,240,022 | 259,602,994 |

STATEMENT OF GROSS EARNINGS FROM OPERATION.

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|-----------------|----------------|-----------------|----------------|-----------------|
| 1899. | April | \$ 372,084.90 | \$ 987,369.67 | \$ 103,700.66 | \$ 1,463,157.23 |
| | May | 419,553.54 | 1,098,859.42 | 111,117.28 | 1,629,530.24 |
| | June | 450,305.37 | 1,216,825.84 | 98,133.60 | 1,765,354.81 |
| | July | 498,752.65 | 1,262,199.69 | 99,380.45 | 1,860,332.79 |
| | August | 566,533.25 | 1,555,151.22 | 102,077.79 | 2,223,762.26 |
| | September | 566,186.28 | 1,703,444.37 | 113,678.74 | 2,383,309.39 |
| | October | 539,701.45 | 1,714,594.25 | 98,717.62 | 2,353,013.32 |
| | November | 431,620.34 | 1,457,212.69 | 99,978.44 | 1,988,811.47 |
| | December | 475,595.10 | 1,253,687.56 | 103,699.76 | 1,832,982.42 |
| | January | 419,014.86 | 1,175,719.60 | 100,355.22 | 1,695,089.68 |
| | February | 354,934.83 | - 1,125,832.96 | 99,013.94 | 1,579,781.73 |
| | March | 446,662.03 | 1,330,195.19 | 98,622.35 | 1,875,479.57 |
| 1900. | Totals | \$5,541,036.60 | \$15,881,092.46 | \$1,228,475.85 | \$22,650,604.91 |

DETAILED STATEMENT

OF

OPERATING EXPENSES.

| | Year Ending March 31, 1900. | Year Ending March 31, 1899. |
|--|--------------------------------|--------------------------------|
| MAINTENANCE OF WAY AND STRUCTURES. | | |
| Repairs to Roadway..... | \$1,860,805.61 | \$1,612,121.87 |
| Renewals of Rails | 261,498.11 | 214,981.53 |
| Renewals of Ties..... | 576,607.44 | 497,235.35 |
| Repairs and Renewals of Bridges and Culverts..... | 442,742.02 | 357,153.76 |
| Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards. | 123,537.00 | 88,451.05 |
| Repairs and Renewals of Buildings and Fixtures..... | 568,958.51 | 447,391.01 |
| Repairs and Renewals of Telegraph... | 36,212.16 | 30,817.90 |
| Stationery and Printing..... | 4,882.86 | 3,341.40 |
| Other Expenses | 204.63 | 96.55 |
| Total..... | \$3,875,448.34 | \$3,251,590.42 |
| MAINTENANCE OF EQUIPMENT. | | |
| Superintendence..... | \$ 48,981.30 | \$ 45,015.61 |
| Repairs and Renewals of Locomotives .. | 693,262.56 | 594,497.17 |
| Repairs and Renewals of Passenger Cars | 403,853.39 | 251,792.31 |
| Repairs and Renewals of Freight Cars.. | 1,002,904.71 | 960,984.57 |
| Repairs and Renewals of Work Cars.... | 28,127.23 | 34,872.51 |
| Repairs and Renewals of Shop Machinery and Tools..... | 72,347.90 | 53,120.77 |
| Stationery and Printing..... | 4,740.85 | 8,814.50 |
| Other Expenses..... | 99,559.61 | 88,797.64 |
| Total..... | \$2,353,777.55 | \$2,037,895.08 |
| Carried Forward..... | \$6,229,225.89 | \$5,289,485.50 |

DETAILED STATEMENT OF OPERATING EXPENSES. **CONTINUED.**

| | Year Ending March 31, 1900. | Year Ending March 31, 1899. |
|--|--------------------------------|--------------------------------|
| Brought Forward | \$6,229,225.89 | \$5,289,485.50 |
| CONDUCTING TRANSPORTATION. | | |
| Superintendence..... | \$ 242,928.44 | \$ 226,816.59 |
| Engine and Roundhouse Men..... | 1,337,152.11 | 1,276,125.46 |
| Fuel for Locomotives..... | 1,256,092.12 | 1,120,877.65 |
| Water Supply for Locomotives..... | 91,815.27 | 89,915.77 |
| Oil, Tallow and Waste for Locomotives.. | 32,129.14 | 30,059.18 |
| Other Supplies for Locomotives..... | 21,347.33 | 18,536.49 |
| Passenger Train Service..... | 307,073.70 | 296,554.04 |
| Freight Train Service..... | 659,289.53 | 621,248.92 |
| Passenger Train Supplies and Expenses.. | 144,384.29 | 140,965.41 |
| Freight Train Supplies and Expenses... | 106,819.83 | 92,861.05 |
| Dining Car Expenses | 102,128.48 | 90,808.30 |
| Switchmen, Flagmen and Watchmen... | 487,796.72 | 466,771.60 |
| Telegraph Expenses..... | 256,250.46 | 250,051.12 |
| Station Service..... | 762,356.99 | 721,702.25 |
| Station Supplies..... | 94,669.94 | 83,459.72 |
| Passenger Car Mileage, Balance..... | 36,801.53 | 45,928.88 |
| Freight Car Mileage, Balance..... | 190,873.97 | 123,811.92 |
| Loss and Damage of Goods and Baggage | 59,375.13 | 45,708.35 |
| Cattle Killed and Damage to Property.. | 63,875.63 | 37,231.34 |
| Injuries to Persons | 181,747.73 | 140,994.50 |
| Advertising | 101,729.88 | 83,393.45 |
| Outside Agencies..... | 359,791.80 | 367,423.81 |
| Rents of Buildings and Other Property. | 175,232.63 | 189,636.13 |
| Stationery and Printing..... | 87,866.17 | 88,756.26 |
| Other Expenses..... | 103,654.67 | 82,851.31 |
| Total..... | \$7,263,183.49 | \$6,732,489.48 |
| GENERAL EXPENSES. | | |
| Salaries of General Officers, Clerks and Attendants..... | \$ 321,838.85 | \$ 338,085.75 |
| General Office Expenses and Supplies... | 17,660.05 | 20,379.04 |
| Insurance..... | 7,447.51 | 8,560.83 |
| Law Expenses | 74,136.57 | 81,770.31 |
| Stationery and Printing | 29,838.88 | 30,786.15 |
| Other General Expenses | 140,437.28 | 261,150.59 |
| Total..... | \$ 591,359.14 | \$ 740,732.67 |
| RECAPITULATION. | | |
| Maintenance of Way and Structures.... | \$3,875,448.34 | \$3,251,590.42 |
| Maintenance of Equipment | 2,353,777.55 | 2,037,895.08 |
| Conducting Transportation..... | 7,263,183.49 | 6,732,489.48 |
| General Expenses | 591,359.14 | 740,732.67 |
| Total Operating Expenses | \$14,083,768.52 | \$12,762,707.65 |
| Taxes | 898,682.36 | 913,402.94 |
| Total Operating Expenses and Taxes | \$14,982,450.88 | \$13,676,110.59 |

INCOME

| | | |
|----------|---|------------------------|
| 1899. | | |
| May 1. | To Dividend paid—1% | \$ 499,879.00 |
| May 1. | " Int. paid on C. & S. W. Ry. Bonds..... | 175,000.00 |
| July 1. | " Int. paid on 6% Bonds..... | 363,000.00 |
| July 1. | " Int. paid on 4% General Gold Mort. Bonds... | 971,620.00 |
| Aug. 1. | " Dividend paid—1% | 499,895.00 |
| Nov. 1. | " Dividend paid—1% | 499,902.00 |
| Nov. 1. | " Int. paid on C. & S. W. Ry. Bonds..... | 175 000.00 |
| 1900. | | |
| Jan. 1. | " Int. paid on 6% Bonds..... | 363,000.00 |
| Jan. 1. | " Int. paid on 4% General Gold Mort. Bonds... | 1 007,693.33 |
| Feb. 1. | " Dividend paid—1% | 499,910.00 |
| Mar. 31. | " Rent Peoria & Bureau Valley R. R. | 125,000.00 |
| Mar. 31. | " Rent Keokuk & Des Moines Ry..... | 144,875.08 |
| Mar. 31. | " Rent Des Moines & Ft. Dodge R. R..... | 174,563.32 |
| Mar. 31. | " Rent Hannibal & St. Joseph R. R..... | 43,644.36 |
| Mar. 31. | " Rent Union Pacific R. R., Council Bluffs to South Omaha. | 45,000.00 |
| Mar. 31. | " Rent Union Pacific R. R., Kansas City to North Topeka..... | 35,916.00 |
| Mar. 31. | " Rent Union Pacific R. R., Limon to Denver.. | 53,930.56 |
| Mar. 31. | " Rent Denver & Rio Grande R. R..... | 94,487.67 |
| Mar. 31. | " Tolls and Rentals paid Missouri River Bridge Companies..... | 134,802.20 |
| Mar. 31. | " Operating Expenses and Taxes..... | 14,982,450.88 |
| Mar. 31. | " Balance, being Surplus for the Year, carried to Profit and Loss Account..... | 2,462,475.12 |
| | | <u>\$23,352,044.52</u> |

PROFIT AND

| | | |
|----------|---|-----------------------|
| 1899. | | |
| June 30. | To Loss from sale of Wisconsin, Minnesota & Pacific Railroad Co. Stock | \$ 527,425.30 |
| 1900. | | |
| Mar. 31. | " Expense refunding C. & S. W. Ry. Bonds.... | 51,250.00 |
| Mar. 31. | " Balance | 5,493,472.39 |
| | | <u>\$6,072,147.69</u> |

ACCOUNT.

| | |
|----------|--|
| 1900. | |
| Mar. 31. | By Gross Earnings from Operation.....\$22,650,604.91 |
| Mar. 31. | " Income from Loans and Investments..... 698,439.61 |
| Mar. 31. | " Receipts from Land Department..... 3,000.00 |

\$23,352,044.52

LOSS ACCOUNT.

| | |
|----------|--|
| 1899. | |
| April 1. | By Balance from previous year.....\$ 3,609,672.57 |
| 1900. | |
| Mar. 31. | " Surplus for year ending March 31, 1900..... 2,462,475.12 |

\$6,072,147.69

| | |
|----------|--------------------------------|
| 1900. | |
| April 1. | By Balance .....\$5,493,472.39 |

CONDENSED BALANCE SHEET.

CREDIT BALANCES.

LIABILITIES.

| | | |
|--|-----------------|-------------------------|
| Capital Stock fixed \$50,000,000; amount issued. | \$49,991,700.00 | |
| Fractional Scrip outstanding, convertible into Stock | 8,300.00 | |
| | | \$50,000,000.00 |
| Six per cent Mortgage Coupon Bonds..... | 4,490,000.00 | |
| Six per cent Mortgage Registered Bonds.... | 8,010,000.00 | |
| | | 12,500,000.00 |
| Four per cent General Gold Mortgage Coupon Bonds..... | 48,393,000.00 | |
| Four per cent General Gold Mortgage Registered Bonds..... | 6,188,000.00 | |
| | | 54,581,000.00 |
| Addition and Improvement Account | 2,722,795.75 | |
| Accounts Payable..... | 1,133,474.01 | |
| Balance—Profit and Loss..... | 5,493,472.39 | |
| | | <u>\$126,430,742.15</u> |

DEBIT BALANCES.

ASSETS.

| | |
|--|-------------------------|
| Cost of Road and Equipment, including all Branch Roads owned by the Company..... | \$106,079,173.67 |
| Cost of Track Elevation in Chicago..... | 1,378,114.68 |
| Cost of Railroad Bridge at Rock Island..... | 964,128.96 |
| Capital Stock and Bonds of Connecting Roads..... | 3,374,747.49 |
| Loans and other Investments..... | 3,164,591.47 |
| Advances made to Chicago, Rock Island & Texas Ry. Co., as per agreement dated January 2, 1893..... | 1,956,961.43 |
| Advances made to Guthrie & Kingfisher Ry. Co., as per resolution of Board of Directors, March 16, 1899..... | 56,000.00 |
| Advances made to Gowrie & North Western Ry. Co., as per resolution of Board of Directors, Sept. 14, 1899.... | 325,000.00 |
| C., R. I. & P. Ry. Co. Capital Stock on hand..... | 78,600.00 |
| C., R. I. & P. R. R. Co. Six per cent Mortgage Bonds on hand | 400,000.00 |
| Stock of Material, Fuel, etc., on hand..... | 1,449,003.83 |
| Due from Post Office Department..... | 84,519.53 |
| Accounts Receivable | 665,458.50 |
| Cash and Cash Assets..... | 6,454,442.59 |
| | <u>\$126,430,742.15</u> |

STATEMENT

OF TRAFFIC MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1900. | Year Ending March 31, 1899. |
|--|--|--|
| Passenger Traffic— | | |
| Number of Passengers carried earning revenue..... | 6,420,623 | 5,678,621 |
| Number of Passengers carried one mile..... | 259,662,994 | 240,826,469 |
| Average distance carried..... | 40 Miles | 42 Miles |
| Average amount received from each Passenger..... | \$.86 | \$.89 |
| Average Receipts per Passenger per mile..... | \$.02, ⁸⁶ / ₁₀₀ | \$.02, ⁸⁹ / ₁₀₀ |
| Earnings from Transportation of Passengers..... | \$ 5,355,072.71 | \$ 4,897,272.90 |
| Earnings from Excess Baggage..... | \$ 96,968.49 | \$ 83,535.13 |
| Earnings from Dining Cars..... | \$ 88,995.40 | \$ 72,773.40 |
| Total Passenger Earnings..... | \$ 5,541,036.60 | \$ 5,053,581.43 |
| Freight Traffic— | | |
| Number of Tons carried, of Freight earning revenue..... | 7,538,366 | 7,025,604 |
| Number of Tons carried, of Company Freight..... | 1,294,659 | 1,167,805 |
| Total Number of Tons carried..... | 8,833,025 | 8,193,409 |
| Number of Tons carried one mile, of Freight earning revenue..... | 1,605,226,704 | 1,452,386,498 |
| Number of Tons carried one mile, of Company Freight..... | 179,332,985 | 143,594,020 |
| Total Number of Tons carried one mile..... | 1,784,559,689 | 1,595,980,518 |
| Average distance carried, of Freight earning revenue..... | 213 Miles | 207 Miles |
| Average amount received from each Ton of Freight earning revenue.... | \$ 2.11 | \$ 2.04 |
| Average receipts per Ton per mile, of Freight earning revenue..... | Cts. ¹¹ / ₁₀₀ | Cts. ¹⁰ / ₁₀₀ |
| Total Freight Earnings..... | \$ 15,881,092.46 | \$ 14,351,655.97 |

ANNUAL**SHOWING NUMBER OF MEN EMPLOYED, SERVICE
YEAR ENDING**

| Service. | 1899. April. | May. | June. | July. |
|---|---------------------|---------------------|---------------------|---------------------|
| General Offices | 382 | 382 | 383 | 387 |
| Engine and Roundhouse Men | 1,316 | 1,313 | 1,326 | 1,356 |
| Machinists | 519 | 529 | 512 | 513 |
| Boiler Makers | 112 | 108 | 105 | 104 |
| Blacksmiths | 137 | 134 | 136 | 132 |
| Car Builders and Repairers | 918 | 930 | 936 | 903 |
| Telegraph Repairers | 33 | 31 | 30 | 33 |
| Train Masters and Dispatchers | 52 | 53 | 55 | 52 |
| Conductors, Baggage-men and Brakemen .. | 1,090 | 1,083 | 1,091 | 1,149 |
| Agents and Station Service | 2,309 | 2,294 | 2,319 | 2,348 |
| Track Repairers | 3,327 | 3,945 | 3,903 | 3,806 |
| Tankmen | 143 | 139 | 135 | 132 |
| Carpenters and Bridge Builders | 494 | 634 | 675 | 669 |
| Extra Gangs and Construction Trains | 553 | 533 | 541 | 530 |
| Chicago Passenger Station | 60 | 60 | 60 | 60 |
| Dining Car Service | 65 | 56 | 69 | 70 |
| Division Superintendents' Offices .. | 40 | 42 | 40 | 38 |
| Supply Department Labor | 147 | 148 | 140 | 145 |
| Engineering | 39 | 38 | 37 | 51 |
| Total Number of Men | 11,736 | 12,452 | 12,493 | 12,478 |
| Total Amount Paid | \$607,567.38 | \$653,712.97 | \$660,522.91 | \$663,796.51 |

Total Amount Paid during Year.....\$7,682,619.25

Average Number of Men Employed per Month..... 11,732

Average Amount Paid per Month..... \$640,218.27

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL
 MARCH 31, 1900.

| August. | September. | October. | November. | December. | 1900. January. | February. | March. |
|--------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| 385 | 384 | 390 | 390 | 391 | 388 | 391 | 391 |
| 1,376 | 1,375 | 1,448 | 1,408 | 1,381 | 1,372 | 1,381 | 1,400 |
| 530 | 519 | 504 | 526 | 541 | 561 | 528 | 558 |
| 111 | 109 | 105 | 114 | 116 | 117 | 121 | 119 |
| 137 | 133 | 137 | 143 | 143 | 143 | 146 | 152 |
| 928 | 914 | 914 | 912 | 909 | 931 | 914 | 929 |
| 35 | 35 | 36 | 32 | 36 | 28 | 25 | 23 |
| 54 | 55 | 53 | 53 | 52 | 51 | 52 | 51 |
| 1,195 | 1,197 | 1,268 | 1,233 | 1,187 | 1,165 | 1,164 | 1,209 |
| 2,390 | 2,447 | 2,483 | 2,468 | 2,419 | 2,384 | 2,388 | 2,434 |
| 3,934 | 3,820 | 3,440 | 3,186 | 2,330 | 1,902 | 1,646 | 2,275 |
| 139 | 142 | 148 | 140 | 144 | 135 | 132 | 127 |
| 666 | 584 | 583 | 505 | 374 | 390 | 310 | 419 |
| 593 | 576 | 553 | 513 | 362 | 232 | 206 | 271 |
| 61 | 61 | 61 | 62 | 64 | 63 | 65 | 62 |
| 72 | 70 | 71 | 71 | 73 | 72 | 75 | 77 |
| 39 | 40 | 44 | 45 | 45 | 44 | 43 | 43 |
| 148 | 144 | 152 | 164 | 168 | 163 | 151 | 157 |
| 57 | 72 | 62 | 82 | 76 | 77 | 74 | 60 |
| 12,850 | 12,677 | 12,452 | 12,047 | 10,811 | 10,218 | 9,812 | 10,757 |
| \$701,404.98 | \$692,932.40 | \$696,581.52 | \$656,666.81 | \$605,200.19 | \$581,232.65 | \$551,731.54 | \$611,269.33 |

STATEMENT

OF TONNAGE IN POUNDS, CROSSING THE RAILWAY BRIDGE AT
ROCK ISLAND, ILL., FOR THE YEAR ENDING MARCH 31, 1900.

| | Months. | East. | West. | Totals. |
|-------|-----------------------|---------------|---------------|---------------|
| 1899. | April..... | 167,810,365 | 123,453,834 | 291,264,199 |
| | May..... | 210,995,333 | 132,812,965 | 343,808,298 |
| | June..... | 301,918,440 | 138,229,698 | 440,148,138 |
| | July..... | 304,811,428 | 139,496,099 | 444,307,527 |
| | August..... | 320,325,007 | 202,939,071 | 523,264,078 |
| | September..... | 374,662,320 | 216,441,275 | 591,103,595 |
| | October..... | 350,468,331 | 237,778,375 | 588,246,706 |
| | November..... | 302,191,489 | 222,951,384 | 525,142,873 |
| | December..... | 268,362,927 | 173,996,047 | 442,358,974 |
| 1900. | January..... | 251,056,981 | 174,279,960 | 425,336,941 |
| | February..... | 212,817,373 | 153,581,050 | 366,398,423 |
| | March..... | 265,254,620 | 169,451,932 | 434,706,552 |
| | Totals..... | 3,330,674,614 | 2,085,411,690 | 5,416,086,304 |
| | Totals last year..... | 3,137,047,657 | 1,790,525,469 | 4,927,573,126 |
| | Increase..... | 193,626,957 | 294,886,221 | 488,513,178 |

STATEMENT.

SHOWING THE NUMBER OF LOADED CARS CROSSING THE RAILWAY
BRIDGE AT ROCK ISLAND, ILL., FOR THE YEAR ENDING
MARCH 31, 1900.

| | Months. | East. | West. | Totals. |
|-------|-----------------------|---------|---------|---------|
| 1899. | April..... | 6,922 | 7,119 | 14,041 |
| | May..... | 7,895 | 7,249 | 15,144 |
| | June..... | 8,486 | 8,841 | 17,327 |
| | July..... | 11,373 | 8,078 | 19,451 |
| | August..... | 11,332 | 9,199 | 20,531 |
| | September..... | 11,218 | 9,366 | 20,584 |
| | October..... | 10,587 | 11,881 | 22,468 |
| | November..... | 9,775 | 9,785 | 19,560 |
| | December..... | 8,907 | 9,138 | 18,045 |
| 1900. | January..... | 7,872 | 8,086 | 15,958 |
| | February..... | 7,117 | 7,343 | 14,460 |
| | March..... | 7,693 | 7,697 | 15,390 |
| | Totals..... | 109,177 | 103,782 | 212,959 |
| | Totals last year..... | 101,134 | 96,333 | 197,467 |
| | Increase..... | 8,043 | 7,449 | 15,492 |

CLASSIFIED STATEMENT OF TONNAGE.
(COMPANY MATERIAL EXCLUDED.)

| Commodities. | Year Ending Mar. 31, 1900. | | Year Ending Mar. 31, '99. | |
|--------------------------------|----------------------------|-----------|---------------------------|-----------|
| | Tons. | Per Cent. | Tons. | Per Cent. |
| Merchandise..... | 719,510 | 9.54 | 627,775 | 8.94 |
| Agricultural Implements..... | 70,117 | .93 | 74,748 | 1.06 |
| Vehicles..... | 36,016 | .48 | 35,918 | .51 |
| Machinery..... | 56,733 | .75 | 48,188 | .69 |
| Malt..... | 3,868 | .05 | 4,402 | .06 |
| Wheat..... | 391,241 | 5.19 | 484,208 | 6.89 |
| Corn..... | 892,499 | 11.84 | 785,631 | 11.18 |
| Rye..... | 7,057 | .09 | 25,188 | .36 |
| Oats..... | 329,469 | 4.37 | 306,097 | 4.36 |
| Barley..... | 115,199 | 1.53 | 109,022 | 1.55 |
| Potatoes..... | 57,193 | .76 | 47,751 | .68 |
| Seed (Grass and Flax)..... | 27,977 | .37 | 26,615 | .38 |
| Mill Stuff..... | 116,535 | 1.55 | 93,779 | 1.33 |
| Broom Corn..... | 6,058 | .08 | 2,702 | .04 |
| Soap..... | 5,345 | .07 | 4,956 | .07 |
| Canned Goods..... | 31,797 | .42 | 23,182 | .33 |
| Sugar..... | 43,611 | .58 | 37,552 | .54 |
| Syrup..... | 71,785 | .95 | 41,606 | .59 |
| Lard and Tallow..... | 11,631 | .15 | 10,617 | .15 |
| Oil Cake..... | 2,705 | .04 | 4,820 | .07 |
| Butter..... | 6,771 | .09 | 6,517 | .09 |
| Cheese..... | 926 | .01 | 1,177 | .02 |
| Coffee..... | 15,837 | .21 | 18,870 | .27 |
| Tea..... | 919 | .01 | 1,416 | .02 |
| Hides..... | 10,648 | .14 | 10,384 | .15 |
| Wool..... | 11,865 | .16 | 8,659 | .12 |
| Lead..... | 31,141 | .41 | 31,107 | .44 |
| Ore and Bullion..... | 57,016 | .76 | 50,072 | .71 |
| White Lead..... | 1,221 | .02 | 1,616 | .02 |
| Staves and Headings..... | 12,846 | .17 | 9,490 | .14 |
| Flour..... | 219,668 | 2.91 | 207,159 | 2.95 |
| Salt..... | 62,224 | .83 | 67,458 | .96 |
| Lime..... | 26,508 | .35 | 20,280 | .29 |
| Cement..... | 124,007 | 1.65 | 113,212 | 1.61 |
| Furniture..... | 19,636 | .26 | 14,999 | .21 |
| Oil..... | 87,311 | 1.16 | 89,176 | 1.27 |
| Eggs..... | 17,926 | .24 | 17,854 | .25 |
| Milk..... | 6,969 | .09 | 7,176 | .10 |
| Whiskey and Highwines..... | 17,623 | .23 | 14,000 | .20 |
| Ale and Beer..... | 28,776 | .38 | 28,999 | .41 |
| Green Fruit..... | 56,098 | .74 | 34,130 | .49 |
| Dried Fruit..... | 10,445 | .14 | 11,478 | .16 |
| Lumber, Lath and Shingles..... | 550,504 | 7.30 | 487,407 | 6.94 |
| Emigrant Movables..... | 34,578 | .46 | 28,018 | .40 |
| Railroad Ties..... | 65,627 | .87 | 28,120 | .40 |
| Brick..... | 188,129 | 2.50 | 170,243 | 2.42 |
| Dressed Meat..... | 63,939 | .85 | 36,221 | .52 |
| Cured Meat..... | 85,954 | 1.14 | 54,457 | .78 |
| Cattle..... | 418,958 | 5.56 | 364,670 | 5.19 |
| Hogs..... | 222,149 | 2.95 | 231,855 | 3.30 |
| Sheep..... | 28,362 | .38 | 28,932 | .41 |
| Horses..... | 25,457 | .34 | 20,063 | .29 |
| Ice..... | 15,681 | .21 | 13,981 | .20 |
| Tile..... | 22,831 | .30 | 24,178 | .34 |
| Stone..... | 117,841 | 1.56 | 181,590 | 2.59 |
| Coal (Soft)..... | 1,132,596 | 15.02 | 1,133,969 | 16.14 |
| Coal (Hard)..... | 176,444 | 2.34 | 181,526 | 2.58 |
| Iron (Pig and Railroad)..... | 159,755 | 2.12 | 116,947 | 1.67 |
| Iron (Manufactured)..... | 160,737 | 2.13 | 135,389 | 1.93 |
| Hay..... | 72,193 | .96 | 56,553 | .80 |
| Sand and Gravel..... | 121,762 | 1.62 | 95,648 | 1.36 |
| Wire (Fence, etc.)..... | 29,638 | .39 | 50,607 | .72 |
| Coke..... | 18,094 | .24 | 13,287 | .19 |
| Cotton..... | 4,410 | .06 | 11,957 | .17 |
| Totals..... | 7,538,366 | 100.00 | 7,025,604 | 100.00 |

SUMMARY.

| | Year Ending March 31, 1900. | Year Ending March 31, 1899. |
|--|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains..... | 6,343,838 | 6,198,769 |
| Number of Miles run by Freight Trains..... | 9,058,917 | 8,365,560 |
| Number of Miles run by Switching Trains..... | 4,039,624 | 3,879,809 |
| Number of Miles run by Gravel and Construction Trains..... | 586,584 | 575,177 |
| Total Number of Miles run..... | 20,028,963 | 19,019,315 |
| Number of Tons Freight earning revenue carried one Mile..... | 1,605,226,704 | 1,452,386,498 |
| Number of Passengers carried one Mile..... | 259,662,994 | 240,826,469 |
| Earnings per Mile run by Freight Trains..... | \$1 75 | \$1.72 |
| Earnings per Mile run by Passenger Trains..... | 1.04 | .98 |
| Expenses per Mile run, including Taxes..... | .75 | .72 |
| Percentage of Operating Expenses to Earnings..... | 62.1% | 61.7% |
| Percentage of Expenses and Taxes to Earnings..... | 66.1% | 66.1% |
| Amount received per Ton per Mile..... | .00 2% | .00 2% |
| Amount received per Passenger per Mile..... | .02 18¢ | .02 18¢ |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .16 | .15 |
| Number of Passengers carried one Mile for each Mile run by Passenger Trains..... | 41 | 39 |

STATISTICAL DEPARTMENT
KOT SO DE LOUVE
TWENTY-FIRST ANNUAL REPORT

— OF THE —

- DIRECTORS TO THE STOCKHOLDERS

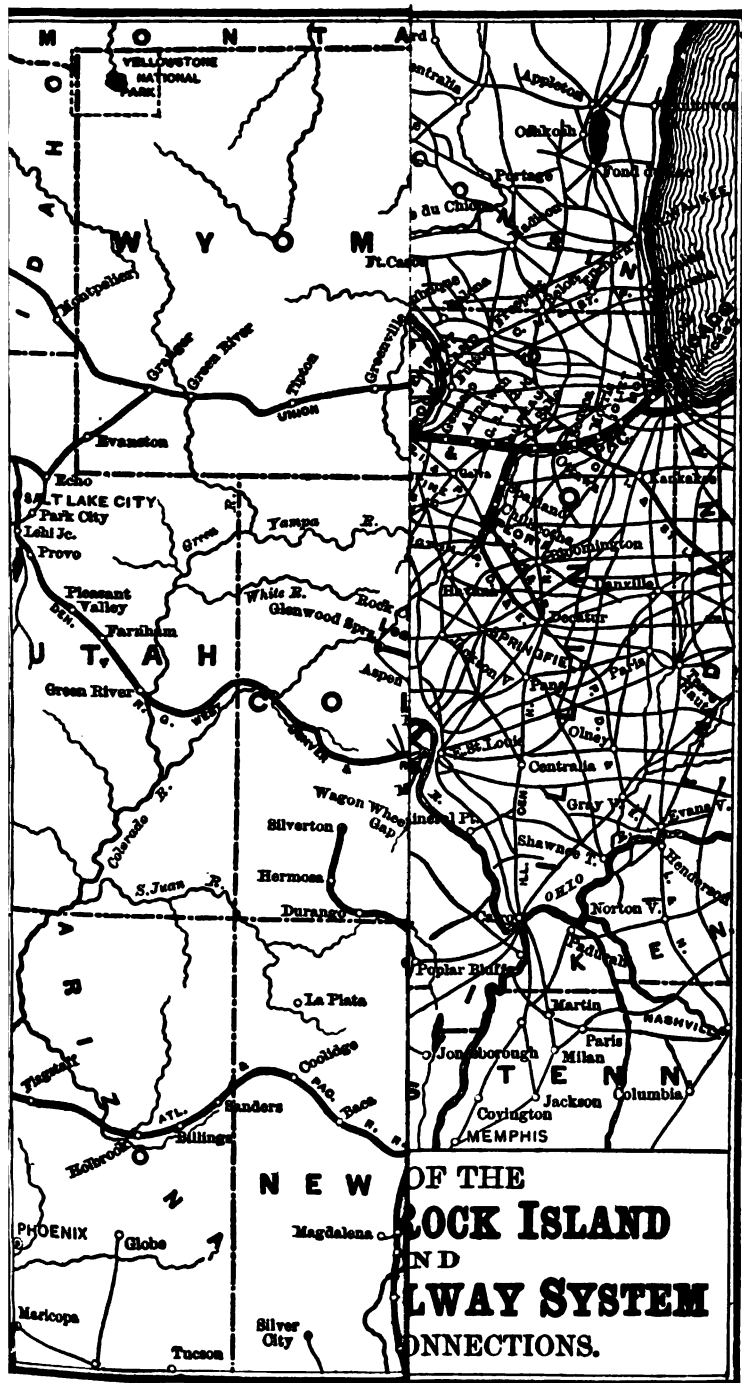
— OF THE —

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

—
APRIL 1, 1901.

THE RYAN & HART CO., PRINTERS 22-24 CUSTOM HOUSE PL., CHICAGO.



TWENTY-FIRST ANNUAL REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1901.

DIRECTORS AND OFFICERS
OF THE
Chicago, Rock Island & Pacific Railway Co.
FOR 1901.

DIRECTORS.

| | | | |
|--------------------------------|----------|----------------------|-------------|
| H. R. BISHOP..... | New York | A. R. FLOWER | New York |
| ALEXANDER E. ORR..... | New York | WM. H. MOORE..... | New York |
| OGDEN MILLS..... | New York | D. G. REID..... | New York |
| G. S. BREWSTER..... | New York | MARSHALL FIELD | Chicago |
| W. A. NASH..... | New York | W. G. PURDY | Chicago |
| TRACY DOWS | New York | R. R. CABLE..... | Rock Island |
| F. H. GRIGGS, Davenport, Iowa. | | | |

GENERAL OFFICERS.

| | |
|---|-------------|
| R. R. CABLE, Chairman of the Board..... | Rock Island |
| W. G. PURDY, President..... | Chicago |
| H. A. PARKER, First Vice-President..... | Chicago |
| ROBERT MATHER, Second Vice-President and General Attorney.... | Chicago |
| J. M. JOHNSON, Third Vice-President and Freight Traffic Manager | Chicago |
| F. E. HAYNE, Treasurer and Assistant Secretary | Chicago |
| GEO. H. CROSBY, Secretary..... | Chicago |
| GEO. T. BOGGS, Assistant Treasurer and Assistant Secretary..... | New York |
| C. F. JILSON, Assistant Treasurer..... | Chicago |
| F. C. MARSHALL, Assistant Treasurer | Topeka |
| A. J. HITT, General Manager..... | Chicago |
| W. M. HOBBS, General Superintendent..... | Chicago |
| S. C. MATTHEWS, Auditor..... | Chicago |
| JOHN SEBASTIAN, General Passenger and Ticket Agent..... | Chicago |
| H. GOWER, Assistant Freight Traffic Manager | Chicago |
| E. B. BOYD, General Freight Agent—Lines East of Missouri River..... | Chicago |
| H. H. EMBRY, General Freight Agent—Lines West of Missouri River..... | Topeka |
| F. A. MARSH, Purchasing Agent | Chicago |
| M. A. LOW, General Attorney..... | Topeka |
| WM. LA VENTURE, Land Commissioner | Davenport |
| CORN EXCHANGE BANK, Registrar of Stock..... | New York |

EXECUTIVE COMMITTEE.

| | |
|------------------------|---------------|
| R. R. CABLE, Chairman. | |
| H. R. BISHOP. | W. G. PURDY. |
| MARSHALL FIELD. | A. R. FLOWER. |

TWENTY-FIRST ANNUAL REPORT
OF THE
DIRECTORS TO THE STOCKHOLDERS
OF THE
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

The Board of Directors submits the following report for the year ending March 31, 1901:

| | |
|--|------------------------|
| Gross Earnings from Operation..... | \$25,364,695.12 |
| Operating Expenses..... | \$16,224,064.31 |
| Taxes | 941,028.43 |
| | <u>\$17,165,092.74</u> |
| Net Earnings from Operation.... | \$ 8,199,602.38 |
| Add Income from Loans and Investments.... | 693,879.01 |
| " Net Cash Receipts from Land Sold..... | 7,500.00 |
| | <u>\$ 8,900,981.39</u> |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$ 2,911,980.00 |
| " Rentals of Leased Lines..... | 747,227.95 |
| " Rentals and Tolls Missouri River Bridges | 144,756.43 |
| " Dividend on Capital Stock—4% *..... | 1,999,692.00 |
| | <u>\$ 5,803,656.38</u> |
| Surplus for the Year | \$ 3,097,325.01 |

The Capital Stock and Bonded Debt of the Company is as follows:

| | |
|--|-----------------|
| Capital Stock issued..... | \$49,994,400.00 |
| Fractional Scrip convertible into Stock..... | 5,600.00 |
| Six per cent Mortgage Bonds..... | 12,500,000.00 |
| Four per cent General Gold Mortgage Bonds..... | 55,581,000.00 |

* In addition to dividend there has been distributed to Stockholders \$499,923.00 from Addition and Improvement Account, being one-quarter (¼) per cent each on May 1, August 1, and November 1, 1900, and February 1, 1901, as a special dividend.

Main Line and Branch Railroads owned, leased and operated by the Chicago, Rock Island & Pacific Railway Company at the date of this report, are as follows:

LINES OWNED.

| | MILES |
|--|----------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 500.20 |
| Davenport, Iowa, to Atchison, Kan. | 341.45 |
| Edgerton Junc., Mo., to Leavenworth, Kan. | 20.36 |
| Washington, Iowa, to Knoxville, Iowa..... | 79.31 |
| South Englewood, Ill., to South Chicago, Ill..... | 7.43 |
| Wilton, Iowa, to Muscatine, Iowa..... | 12.04 |
| Wilton, Iowa, to Lime Kilns, Iowa..... | 6.08 |
| Newton, Iowa, to Monroe, Iowa..... | 17.02 |
| Des Moines, Iowa, to Indianola and Winterset, Iowa.... | 47.08 |
| Menlo, Iowa, to Guthrie Center, Iowa..... | 14.44 |
| Atlantic, Iowa, to Audubon, Iowa..... | 24.41 |
| Atlantic, Iowa, to Griswold, Iowa..... | 14.22 |
| Avoca, Iowa, to Carson, Iowa..... | 17.73 |
| Avoca, Iowa, to Harlan, Iowa..... | 11.88 |
| Gowrie, Iowa, to Sibley, Iowa..... | 109.30 |
| Mt. Zion, Iowa, to Keosauqua, Iowa..... | 4.50 |
| Altamont, Mo., to St. Joseph, Mo..... | 49.30 |
| South St. Joseph, Mo., to Rushville, Mo..... | 15.05 |
| Kansas City, Mo., to Armourdale, Kan..... | 2.45 |
| South Omaha, Neb., to Jansen, Neb..... | 104.30 |
| Elwood, Kan., to Liberal, Kan..... | 439.54 |
| Herington, Kan., to Terral, Ind. Ter..... | 349.07 |
| Herington, Kan., to Salina, Kan..... | 49.30 |
| Horton, Kan., to Roswell, Colo..... | 568.65 |
| Fairbury, Neb., to Nelson, Neb..... | 51.53 |
| McFarland, Kan., to Belleville, Kan..... | 103.98 |
| Dodge City, Kan., to Bucklin, Kan..... | 26.64 |
| Chickasha, Ind. Ter., to Mangum, Okla. Ter..... | 97.78 |
| North Enid, Okla. Ter. to Billings, Okla. Ter..... | 26.74 |
| Kingfisher, Okla. Ter., to Cashion, Okla. Ter..... | 16.01 |
| Total miles owned..... | 3,127.79 |

LINES LEASED.

| | |
|---|--------|
| Bureau, Ill., to Peoria, Ill..... | 46.99 |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.23 |
| Des Moines, Iowa, to Ft. Dodge and Ruthven, Iowa..... | 143.51 |
| Total miles leased..... | 352.73 |

TRACKAGE RIGHTS.

| | |
|---|----------|
| Over Hannibal & St. Joseph R. R.— | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 |
| Over Union Pacific R. R.— | |
| Council Bluffs, Iowa, to South Omaha, Neb..... | 7.02 |
| Kansas City, Mo., to North Topeka, Kan..... | 67.35 |
| Limon, Colo., to Denver, Colo..... | 89.78 |
| Over Denver & Rio Grande R. R.— | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 |
| Total miles trackage rights..... | 338.05 |
| Total miles of road over which trains are operated..... | 3,818.57 |

The road is located in different States as follows.

| | | |
|----------|----------|---------------------|
| 236.51 | miles in | Illinois. |
| 1,178.41 | " " | Iowa. |
| 287.15 | " " | Missouri. |
| 1,124.30 | " " | Kansas. |
| 250.44 | " " | Nebraska. |
| 376.94 | " " | Colorado. |
| 256.19 | " " | Oklahoma Territory. |
| 108.63 | " " | Indian Territory. |
| 3,818.57 | miles. | |
| 239.72 | miles of | second track. |
| 9.43 | " " | third track. |
| 774.84 | " " | side track. |

Equal to 4,842.56 miles of single track.

Statement showing the details of Earnings and Percentage of Operating Expenses as compared with the previous fiscal year:

| | Year Ending March 31, 1901. | Year Ending March 31, 1900. |
|---|--------------------------------|--------------------------------|
| Gross Earnings— | | |
| Passenger Transportation | \$ 6,400,014.03 | \$ 5,541,036.60 |
| Freight | 17,730,397.76 | 15,881,092.46 |
| Mail | 642,889.00 | 634,433.60 |
| Express | 435,134.50 | 409,200.00 |
| Rents | 149,448.16 | 177,549.98 |
| Telegraph | 6,811.67 | 7,292.27 |
| Total Gross Earnings from Operation.. | \$25,364,695.12 | \$22,650,604.91 |
| Operating Expenses | \$16,224,064.31 | \$14,083,768.52 |
| Taxes | 941,028.43 | 898,682.36 |
| Total Operating Expenses and Taxes.. | \$17,165,092.74 | \$14,982,450.88 |
| Net Earnings from Operation..... | \$ 8,199,602.38 | \$ 7,668,154.03 |
| Percentage of Operating Expenses to Gross Earnings from Operation..... | 63.8% | 62.1% |
| Same, including Taxes..... | 67.1% | 66.1% |

PASSENGER EARNINGS.—In comparison with the previous year, Passenger Earnings show an increase of \$858,977.43, or 15.5% per cent, which is made up of an increase in earnings from connecting lines of \$41,600.56, or 4.3% per cent, and an increase from business originating on our own line of \$817,376.87, or 17.1% per cent.

The total number of passengers carried increased 986,286, or $15\frac{3}{10}\%$ per cent.

The number of first-class passengers carried increased 990,729, or $15\frac{1}{10}\%$ per cent.

The number of second-class and emigrant passengers carried decreased 4,443, or $13\frac{4}{10}\%$ per cent.

The number of passengers carried one mile increased 36,289,788, or $13\frac{8}{10}\%$ per cent.

The average distance traveled by each passenger during the year was 40 miles, being the same as for the previous year.

The number of through passengers (passengers delivered to or received from connecting lines) increased 15,447, or $5\frac{5}{10}\%$ per cent, and the number of local passengers increased 970,839, or $15\frac{8}{10}\%$ per cent.

The rate per passenger per mile for the year ending March 31, 1900, was $2\frac{9}{10}\frac{2}{10}\%$ cents, and for the past year was $2\frac{9}{10}\frac{1}{10}\%$ cents.

The passenger business at 465 stations shows an increase during the year of \$928,539.15, and at 91 stations a decrease of \$69,561.72.

The number of passengers carried shows an increase during the year at 445 stations of 1,039,341, and a decrease at 111 stations of 53,055.

Suburban Passenger Business for the year shows 2,833,277 passengers carried, and earnings from same of \$253,743.66, an increase over previous year of 375,332 passengers, and in earnings of \$34,110.94.

FREIGHT EARNINGS—Freight Earnings for the year increased \$1,849,305.30, or $11\frac{6}{10}\%$ per cent.

The revenue from Through Freight (freight delivered to or received from connecting lines) increased \$1,199,225.71, or $12\frac{7}{10}\%$ per cent, and the revenue from Local Freight increased \$650,079.59, or $10\frac{2}{10}\%$ per cent.

Of the entire Freight Earnings $59\frac{1}{10}\%$ per cent was from Through Freight, and $40\frac{2}{10}\%$ per cent from Local Freight.

The movement of freight earning revenue as compared with the previous year, shows an increase of 168,169 tons, or $2\frac{2}{10}\%$ per cent, the rate per ton per mile being $\frac{1}{10}$ cents, the same as for the last fiscal year.

GROSS EARNINGS from Operation show an increase of \$2,714,090.21, or $11\frac{1}{10}\%$ per cent.

OPERATING EXPENSES show an increase of \$2,140,295.79, or $15\frac{2}{10}\%$ per cent.

TAXES increased \$42,346.07, or $4\frac{1}{10}\%$ per cent.

Full details of the foregoing, as also statements of Assets and Liabilities, Income Account and valuable statistical information, will be found forming a part of this report.

The amount charged to Construction and Equipment Account for the year is as follows:

| | |
|--|-----------------------|
| For Land, Land Damages..... | \$ 253,814.12 |
| “ Engineering Account..... | 7,933.01 |
| “ New Buildings..... | 49,591.12 |
| “ Fences, Crossings and Signs..... | 11,431.76 |
| “ Additional Side Track ($27\frac{2}{10}$ Miles)..... | 185,151.01 |
| “ New Yards at Hawthorn, Ill..... | 75,342.27 |
| “ New Wye Track at Davenport, Ia..... | 1,169.06 |
| “ Change of Line near Brighton, Ia..... | 622.57 |
| “ New Equipment..... | 452,898.40 |
| “ Enid & Tonkawa Railway..... | 208.42 |
| “ Chickasha Branch..... | 338,989.19 |
| “ Fort Sill Branch..... | 71,585.08 |
| “ Guthrie & Kingfisher Railway..... | 211,104.80 |
| “ Gowrie & North-Western Railway..... | 1,479,215.58 |
| | <u>\$3,139,056.39</u> |

LAND, LAND DAMAGES.—The more important purchases for this account were for yard and terminal facilities at Chicago and Hawthorn Yards, Ill., Davenport and Des Moines, Ia., Kansas City, Mo., and Elwood, Kan., and for additional right of way for change of line between Brighton and Perlee, Ia., on the South-Western Division.

MASONRY, BRIDGES AND CULVERTS.—Pile, Trestle and Wooden Span Bridges aggregating in length 20,874 feet, or $3\frac{3}{10}$ miles, have been replaced by permanent structures or filled with earth at a cost of \$398,922.95, which amount has been charged to Operating Expenses.

NEW BUILDINGS.—New docks and terminal facilities have been erected on the Calumet River at South Chicago, Ill., at a cost of \$49,591.12.

SIDE TRACKS.—Additional side tracks aggregating $27\frac{3}{10}$ miles have been constructed on various divisions of the road.

NEW YARDS AT HAWTHORN.—With the large increase in business, it became necessary to have additional yard facilities at Rock Island, Ill. As ground for this purpose was not available at that point, it was decided to establish new yards about three miles east of Rock Island, to be known as Hawthorn Yards, which will be the terminal for all through freight business, instead of at Rock Island, as heretofore. The improvement consists of $12\frac{3}{10}$ miles of side track and necessitated the purchase of about thirty-four acres of land.

EQUIPMENT.—Eight (8) Freight Locomotives and Five Hundred (500) 60,000 lb. capacity Box Freight Cars have been purchased or built during the year and the cost charged to Construction.

The following Equipment has been built or purchased during the year and the cost of same charged to Operating Expenses:

Five (5) Passenger Locomotives.

Nine (9) Freight Locomotives.

Twelve (12) Switching Locomotives.

Ten (10) Passenger Coaches.

Two (2) Combination Passenger and Baggage Cars.

Two (2) Baggage and Express Cars.

One Hundred and Eighty-Eight (188) Box Freight Cars.

Five Hundred and Forty-Eight (548) Stock Cars.

Three Hundred and Thirty-Two (332) Flat and Coal Cars.

Twenty-Five (25) Ballast Cars.

Seven (7) Caboose Cars.

Three (3) Miscellaneous Cars.

CHICKASHA BRANCH.—An extension of the Chickasha Branch, reference to which was made in last year's report, extending from Mountain View to Mangum, O. T., a distance of $46\frac{5}{8}$ miles, has been completed and was opened for operation September 3, 1900.

FORT SILL BRANCH.—Work on this line from Anadarko, to Ft. Sill, O. T., has been carried on during the year. This line is entirely within the Kiowa, Comanche and Apache Indian Reservation, which is to be opened for settlement by the Government on or about August 6, next, at which time the road will be completed and ready for operation.

GUTHRIE & KINGFISHER RAILWAY.—Under authority of the Board of Directors, given March 16, 1899, a company was incorporated, known as the Guthrie & Kingfisher Railway Company, which constructed a line from Kingfisher to Cashion, O. T., a distance of $16\frac{1}{10}$ miles. The funds necessary to build the line were advanced by this Company, and on completion of the road it was purchased and is now part of the system.

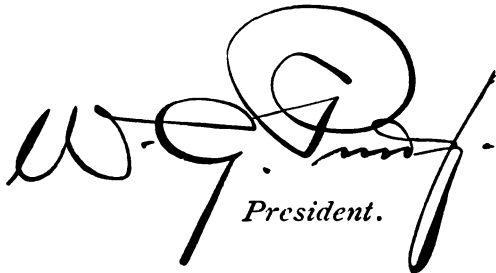
GOWRIE & NORTH-WESTERN RAILWAY.—The Gowrie & North-Western Railway Company was incorporated under the laws of the State of Iowa for the purpose of constructing a line of railroad from Gowrie, Ia., in a north-westerly direction. Under authority of the Board of Directors of this Company, dated September 14, 1899, money was advanced for the construction of the line, which extends from Gowrie, Ia., a station on the Des Moines & Ft. Dodge Division, to Sibley, Ia., a distance of $109\frac{3}{10}$ miles, where connection is made with the B. C. R. & N. Ry. Construction was carried on

during the summer and fall, portions of the line being opened for operation from time to time, as the work progressed. The line was completed and opened for operation its entire length on November 5, last. In addition to opening up a new territory, the line also protects the business contiguous to the Des Moines & Ft. Dodge Division from encroachment by other railroad companies building in that territory. At a meeting of the Board of Directors of this Company, held June 6, 1900, the purchase of the line was authorized. The purchase was consummated in January last, the price being \$1,479,215.58, which represented the actual cost of construction.

ADDITION AND IMPROVEMENT ACCOUNT.—There has been distributed to Stockholders during the year from Addition and Improvement Account, as a special dividend, \$499,923.00, being one-quarter per cent quarterly, on May 1, August 1 and November 1, 1900, and February 1, 1901, on full shares of stock outstanding (no dividend being paid on fractional shares), as authorized at the Annual Meeting held in Chicago, June 1, 1898, and referred to in previous report.

To the Officers of the Company, and Employes in the various departments, the acknowledgments of the Board are due for the faithful and efficient manner in which they have discharged their duties.

By order of the Board of Directors.



President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
DAVENPORT, IOWA, MAY 1, 1901.

MR. W. G. PURDY, *President*,

Chicago:

SIR:—The report of the business of this office, in regard to the Land Grant of the Company, for the fiscal year ending March 31, 1901, is herewith respectfully submitted:

The lands sold during the year, to which title is perfect, amounted to 346.11 acres, for a consideration of \$6,458.23.

Quit Claim Deeds have been issued on 475 acres, for which \$11.25 was received.

The Bills Receivable unpaid at the end of the year were \$11,107.39, a decrease of \$2,740.84 since last report.

Interest and Rents collected were \$1,060.26.

The Taxes paid during the year on lands and lots owned by this Company amounted to \$394.21.

From the receipts of this office there has been remitted to the Treasurer \$7,500.00.

The unsold land to which title is perfect now amounts to 226.76 acres, not including Town Lots in Audubon.

Very respectfully,

WM. LA VENTURE,

Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK.

| | Year Ending March 31, 1901. | Year Ending March 31, 1900. |
|--|-------------------------------------|-------------------------------------|
| Ties used .....No. | 1,154,396. | 1,259,942. |
| “ cost.....\$ | 582,861.47 | 501,867.55 |
| Steel Rails laid.....Gross Tons | 32,544. | 17,995. |
| “ cost.....\$ | 936,920.74 | 407,317.46 |
| Railroad Spikes used.....Lbs. | 1,462,000. | 1,041,800. |
| “ cost.....\$ | 36,220.70 | 15,906.00 |
| Joint Splices cost.....\$ | 92,600.53 | 138,901.74 |
| Bolts, Nuts and Fastenings cost.....\$ | 28,934.90 | 31,502.70 |
| Track Relaid with New Steel.....Miles | 258. ⁸⁷ / ₁₀₀ | 143. ¹⁴ / ₁₀₀ |
| “ “ “ Ties..... “ | 384. ⁸⁰ / ₁₀₀ | 419. ²⁸ / ₁₀₀ |
| Wire Fencing cost.....\$ | 7,653.15 | 10,138.13 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICE PERFORMED, AND LEADING
ITEMS OF REPAIRS.

| | Year Ending March 31, 1901. | Year Ending March 31, 1900. |
|---|--------------------------------|--------------------------------|
| Locomotives.....No. | 572 | 564 |
| Miles Run during Year....." | 21,681,343 | 20,028,963 |
| Average Miles Run per Engine....." | 37,904 | 35,512 |
| Cords of Wood consumed by Locomotives....." | 3,148 | 2,819 |
| Tons of Coal consumed by Locomotives....." | 835,644 | 721,255 |
| Total Cost of Fuel consumed by Locomotives.. \$ | 1,635,706.60 | 1,264,143.93 |
| Total Cost of Repairs of Locomotives..... \$ | 939,079.29 | 693,262.56 |
| Cost of Repairs per Mile Run.....cts. | 4.33 | 3.46 |
| Cost of Oil, Tallow and Waste per Mile Run.. " | .17 | .16 |
| Cost of Fuel per Mile Run....." | 7.54 | 6.31 |
| Cost of Engineers, Firemen and Wipers per Mile Run....." | 6.80 | 6.82 |
| Average No. of Cars in Passenger Trains....No. | 5.17 | 5.07 |
| Average No. of Cars in Freight Trains....." | 20.03 | 20 |
| Average No. of Miles Run per Ton of Coal...." | 25.85 | 27.66 |
| New Engines purchased or built to replace old and worn out....." | 26 | 18 |
| New Fire Boxes to replace old and worn out.. " | 30 | 32 |
| New Steel Tires to replace old and worn out.. " | 252 | 240 |
| New Cylinders to replace old and broken....." | 40 | 35 |
| New Driving Wheels....." | 35 | 51 |
| New Tender Frames....." | 76 | 75 |
| New Tanks....." | 4 | 2 |
| New Engine and Tender Trucks....." | 112 | 126 |
| New Steel Driving Axles....." | 140 | 112 |
| New Smoke Stacks....." | 82 | 146 |
| New Engine Cabs....." | 27 | 33 |
| New Pilots....." | 114 | 70 |
| New Crank Pins....." | 495 | 582 |
| New Steel Piston Rods....." | 148 | 163 |
| New Injectors....." | 76 | 75 |
| New Cross Heads....." | 27 | 27 |
| New Flues.....Sets | 52 | 56 |
| Flues Reset....." | 310 | 215 |
| New Flue Sheets.....No. | 55 | 55 |
| New Air Brakes.....Sets | 4 | 5 |
| Engine Tires Turned....." | 393 | 351 |
| Engines Thoroughly Repaired.....No. | 370 | 302 |
| Engines Painted and Varnished....." | 585 | 578 |
| Wheels and Axles used.....Pairs | 2,985 | 2,897 |

STATEMENT

SHOWING NUMBER OF CARS AND SERVICE PERFORMED.

| Cars. | Year Ending March 31, 1901. | Year Ending March 31, 1900. |
|--|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Passenger Coaches, all classes..... | 313 | 302 |
| Parlor Cars..... | 2 | 2 |
| Composite Cars..... | 7 | 7 |
| Baggage, Mail and Express Cars..... | 88 | 88 |
| Railway Postal Cars..... | 14 | 14 |
| Dining Cars..... | 9 | 9 |
| Business and Paymasters' Cars..... | 6 | 6 |
| Total..... | 439 | 428 |
| In Freight Service— | | |
| Box Freight Cars..... | 12,017 | 11,367 |
| Live Stock Cars..... | 2,601 | 2,411 |
| Platform and Coal Cars..... | 3,117 | 2,967 |
| Drovers', Caboose and other Cars.... | 415 | 405 |
| Total. | 18,150 | 17,150 |
| Gravel, Hand, and other Cars used in Repairs of Roadway, Track and Bridges..... | 1,645 | 1,492 |
| Number of Miles Run by Cars in Passenger Service during the Year..... | 35,839,551 | 32,162,444 |
| Number of Miles Run by Cars in Freight Service during the Year.... | 197,333,350 | 181,140,076 |
| Number of Miles Run by Cars in Repair and Construction Work..... | 4,003,617 | 4,543,679 |

STATEMENT

SHOWING ITEMS OF REPAIRS TO CARS—COST CHARGED TO
OPERATING EXPENSES.

| | | |
|--|-------------------------------------|---------|
| Rebuilt to Replace Worn Out or Destroyed Cars..... | { Passenger Coaches..... | 3 |
| | { Freight Cars..... | 603 |
| Thoroughly Repaired..... | { Passenger Coaches..... | 20 |
| | { Baggage, Mail and Express Cars.. | 18 |
| Ordinary Repairs | { Passenger Coaches..... | 278 |
| | { Parlor Cars..... | 2 |
| | { Composite Cars | 4 |
| | { Dining Cars..... | 6 |
| | { Baggage, Mail and Express Cars.. | 56 |
| | { Business and Paymasters' Cars.... | 5 |
| New Upholstered | { Passenger Coaches..... | 19 |
| | { Dining Cars..... | 1 |
| General Repairs..... | { Drivers' and Caboose Cars..... | 100 |
| Freight Cars Furnished with New Roofs..... | | 707 |
| “ “ Furnished with New Floors..... | | 942 |
| “ “ Repainted | | 2,236 |
| “ “ Roofs Repainted..... | | 2,112 |
| “ “ Automatic Couplers applied..... | | 1,396 |
| “ “ Air Brakes applied | | 7 |
| Number of Wheels used in Repairs..... | | 22,864 |
| Number of Axles used in Repairs..... | | 7,192 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year | | 146,327 |

STATEMENT OF PASSENGER BUSINESS

FOR THE YEAR ENDING MARCH 31, 1901.

| Months. | Dining Car Earnings. | Excess Baggage. | Total Amount Passenger Earnings. | First Class Passengers. | Second Class and Emigrant Passengers. | Total Passengers. | Through Passengers. | Local Passengers. | Passengers Carried One Mile. |
|--------------|----------------------|-----------------|----------------------------------|-------------------------|---------------------------------------|-------------------|---------------------|-------------------|------------------------------|
| April, 1900. | 7,054.45 | 10,292.22 | 424,510.44 | 530,430 | 2,476½ | 532,906½ | 15,848½ | 517,058 | 18,004,573 |
| May, " | 8,729.50 | 14,544.25 | 475,994.35 | 565,450 | 2,042 | 568,392 | 18,564 | 549,828 | 21,259,852 |
| June, " | 9,369.85 | 13,927.99 | 541,092.40 | 571,172½ | 2,256½ | 573,429 | 22,485 | 550,944 | 26,614,218 |
| July, " | 10,832.30 | 11,067.93 | 560,952.34 | 598,222 | 1,635 | 599,857 | 23,960½ | 575,896½ | 26,355,339 |
| August, " | 11,680.78 | 10,205.76 | 700,959.54 | 649,794 | 1,889½ | 651,683½ | 29,026 | 622,657½ | 34,560,054 |
| Sept., " | 10,818.50 | 11,031.99 | 632,612.72 | 731,587 | 2,637 | 734,224 | 38,796½ | 695,427½ | 31,139,080 |
| Oct., " | 8,866.65 | 12,025.63 | 569,029.99 | 665,750½ | 2,088½ | 667,839 | 24,531 | 643,308 | 25,942,701 |
| Nov., " | 6,844.45 | 13,348.76 | 491,209.71 | 614,403½ | 3,247 | 617,650½ | 24,216½ | 593,434 | 21,927,538 |
| Dec., " | 7,532.50 | 12,109.36 | 551,808.87 | 675,609 | 2,247½ | 677,856½ | 25,128 | 652,728½ | 25,793,968 |
| Jan., 1901. | 6,738.60 | 11,854.44 | 494,102.41 | 609,123½ | 2,081½ | 611,205 | 24,120½ | 587,084½ | 21,561,267 |
| Feb., " | 5,881.03 | 8,309.85 | 433,781.51 | 566,029½ | 1,615 | 567,644½ | 19,513½ | 548,131 | 19,461,855 |
| March, " | 7,145.65 | 9,597.09 | 523,959.75 | 601,215 | 3,007 | 604,222 | 27,229 | 576,993 | 23,332,337 |
| Totals..... | \$101,494.28 | \$138,315.27 | \$6,400,014.03 | 7,378,786½ | 28,123 | 7,406,909½ | 293,419 | 7,113,490½ | 295,952,782 |

STATEMENT OF GROSS EARNINGS FROM OPERATION.

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------------|----------------|----------------|-----------------|----------------|-----------------|
| 1900. | April | \$ 424,510.44 | \$ 1,206,976.97 | \$ 101,451.20 | \$ 1,732,938.61 |
| | May..... | 475,994.35 | 1,209,630.13 | 102,537.36 | 1,788,161.84 |
| | June..... | 541,092.40 | 1,353,646.29 | 96,792.39 | 1,991,531.08 |
| | July | 560,952.34 | 1,468,334.83 | 101,208.24 | 2,130,495.41 |
| | August..... | 700,959.54 | 1,668,561.02 | 100,256.27 | 2,469,776.83 |
| | September..... | 632,612.72 | 1,725,911.98 | 99,748.03 | 2,458,272.73 |
| | October..... | 569,029.99 | 1,938,669.72 | 100,515.49 | 2,608,215.20 |
| | November..... | 491,209.71 | 1,521,086.98 | 104,364.99 | 2,116,661.68 |
| | December..... | 551,808.87 | 1,520,932.78 | 101,065.58 | 2,173,807.23 |
| | January..... | 494,102.41 | 1,414,660.97 | 116,016.96 | 2,024,780.34 |
| | February..... | 433,781.51 | 1,260,275.26 | 102,130.41 | 1,816,187.18 |
| | March | 523,959.75 | 1,421,710.83 | 108,196.41 | 2,053,866.99 |
| Totals..... | | \$6,400,014.03 | \$17,730,397.76 | \$1,234,283.33 | \$25,364,695.12 |
| 1901. | April | | | | |
| | May..... | | | | |
| | June..... | | | | |
| | July | | | | |
| | August..... | | | | |
| | September..... | | | | |
| | October..... | | | | |
| | November..... | | | | |
| | December..... | | | | |
| | January..... | | | | |
| | February..... | | | | |
| | March | | | | |

DETAILED STATEMENT

OF

OPERATING EXPENSES.

| | Year Ending March 31, 1901. | Year Ending March 31, 1900. |
|--|--------------------------------|--------------------------------|
| MAINTENANCE OF WAY AND STRUCTURES. | | |
| Repairs of Roadway..... | \$1,930,044.46 | \$1,860,805.61 |
| Renewals of Rails | 453,404.49 | 261,498.11 |
| Renewals of Ties | 667,295.00 | 576,607.44 |
| Repairs and Renewals of Bridges and Culverts..... | 726,827.15 | 442,742.02 |
| Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards. | 111,361.33 | 123,537.00 |
| Repairs and Renewals of Buildings and Fixtures..... | 676,664.85 | 568,958.51 |
| Repairs and Renewals of Telegraph..... | 25,840.16 | 36,212.16 |
| Stationery and Printing..... | 5,622.01 | 4,882.86 |
| Other Expenses..... | 234.80 | 204.63 |
| Total..... | \$4,597,294.25 | \$3,875,448.34 |
| MAINTENANCE OF EQUIPMENT. | | |
| Superintendence..... | \$ 51,950.94 | \$ 48,981.30 |
| Repairs and Renewals of Locomotives .. | 939,079.29 | 693,262.56 |
| Repairs and Renewals of Passenger Cars | 358,470.71 | 403,853.39 |
| Repairs and Renewals of Freight Cars.. | 1,374,197.31 | 1,002,904.71 |
| Repairs and Renewals of Work Cars.... | 56,619.65 | 28,127.23 |
| Repairs and Renewals of Shop Machinery and Tools..... | 82,267.16 | 72,347.90 |
| Stationery and Printing..... | 5,593.46 | 4,740.85 |
| Other Expenses..... | 113,011.81 | 99,559.61 |
| Total..... | \$2,981,190.33 | \$2,353,777.55 |
| Carried Forward..... | \$7,578,484.58 | \$6,229,225.89 |

DETAILED STATEMENT OF OPERATING EXPENSES. CONTINUED.

| | Year Ending March 31, 1901. | Year Ending March 31, 1900. |
|--|--------------------------------|--------------------------------|
| Brought Forward..... | \$7,578,484.58 | \$6,229,225.89 |
| CONDUCTING TRANSPORTATION. | | |
| Superintendence..... | \$ 249,472.61 | \$ 242,928.44 |
| Engine and Roundhouse Men..... | 1,436,082.23 | 1,337,152.11 |
| Fuel for Locomotives..... | 1,619,776.99 | 1,256,092.12 |
| Water Supply for Locomotives..... | 104,887.21 | 91,815.27 |
| Oil, Tallow and Waste for Locomotives.. | 35,607.91 | 32,129.14 |
| Other Supplies for Locomotives..... | 24,486.40 | 21,347.33 |
| Passenger Train Service..... | 332,126.40 | 307,073.70 |
| Freight Train Service..... | 736,067.19 | 659,289.53 |
| Passenger Train Supplies and Expenses. | 171,853.56 | 144,384.29 |
| Freight Train Supplies and Expenses... | 102,809.55 | 106,819.83 |
| Dining Car Expenses..... | 117,084.41 | 102,128.48 |
| Switchmen, Flagmen and Watchmen... | 531,226.13 | 487,796.72 |
| Telegraph Expenses..... | 268,892.93 | 256,250.46 |
| Station Service..... | 857,490.98 | 762,356.99 |
| Station Supplies..... | 116,530.36 | 94,669.94 |
| Passenger Car Mileage, Balance..... | 33,531.58 | 36,801.53 |
| Freight Car Mileage, Balance..... | 249,582.16 | 190,873.97 |
| Loss and Damage of Goods and Baggage | 61,126.70 | 59,375.13 |
| Cattle Killed and Damage to Property.. | 44,080.10 | 63,875.63 |
| Injuries to Persons..... | 162,318.48 | 181,747.73 |
| Advertising..... | 127,092.69 | 101,729.88 |
| Outside Agencies..... | 380,366.56 | 359,791.80 |
| Rents of Buildings and Other Property. | 98,212.64 | 175,232.63 |
| Stationery and Printing..... | 97,327.17 | 87,866.17 |
| Other Expenses..... | 97,277.77 | 103,654.67 |
| Total..... | \$8,055,310.71 | \$7,263,183.49 |
| GENERAL EXPENSES. | | |
| Salaries of General Officers, Clerks and Attendants..... | \$ 341,180.95 | \$ 321,838.85 |
| General Office Expenses and Supplies... | 18,166.63 | 17,660.05 |
| Insurance..... | 8,938.60 | 7,447.51 |
| Law Expenses..... | 85,387.55 | 74,136.57 |
| Stationery and Printing..... | 35,079.05 | 29,838.88 |
| Other General Expenses..... | 101,516.24 | 140,437.28 |
| Total..... | \$ 590,269.02 | \$ 591,359.14 |
| RECAPITULATION. | | |
| Maintenance of Way and Structures.... | \$4,597,294.25 | \$3,875,448.34 |
| Maintenance of Equipment..... | 2,981,190.33 | 2,353,777.55 |
| Conducting Transportation..... | 8,055,310.71 | 7,263,183.49 |
| General Expenses..... | 590,269.02 | 591,359.14 |
| Total Operating Expenses..... | \$16,224,064.31 | \$14,083,768.52 |
| Taxes..... | 941,028.43 | 898,682.36 |
| Total Operating Expenses and Taxes..... | \$17,165,092.74 | \$14,982,450.88 |

INCOME

| | | |
|----------|--|------------------------|
| 1900. | | |
| May 1. | To Dividend paid—1% | \$ 499,917.00 |
| July 1. | " Int. paid on 6% Bonds | 363,000.00 |
| July 1. | " Int. paid on 4% General Gold Mort. Bonds .. | 1,091,620.00 |
| Aug. 1. | " Dividend paid—1% | 499,921.00 |
| Nov. 1. | " Dividend paid—1% | 499,924.00 |
| 1901. | | |
| Jan. 1. | " Int. paid on 6% Bonds | 363,000.00 |
| Jan. 1. | " Int. paid on 4% General Gold Mort. Bonds .. | 1,094,360.00 |
| Feb. 1. | " Dividend paid—1% | 499,930.00 |
| Mar. 31. | " Rent Peoria & Bureau Valley R. R. | 125,000.00 |
| Mar. 31. | " Rent Keokuk & Des Moines Ry. | 159,068.39 |
| Mar. 31. | " Rent Des Moines & Ft. Dodge R. R. | 189,893.53 |
| Mar. 31. | " Rent Hannibal & St. Joseph R. R. | 43,644.36 |
| Mar. 31. | " Rent Union Pacific R. R., Council Bluffs to South Omaha | 45,000.00 |
| Mar. 31. | " Rent Union Pacific R. R., Kansas City to North Topeka | 35,916.00 |
| Mar. 31. | " Rent Union Pacific R. R., Limon to Denver .. | 54,221.87 |
| Mar. 31. | " Rent Denver & Rio Grande R. R. | 94,483.80 |
| Mar. 31. | " Tolls and Rentals paid Missouri River Bridge Companies | 144,756.43 |
| Mar. 31. | " Operating Expenses and Taxes | 17,165,092.74 |
| Mar. 31. | " Balance, being Surplus for the Year, carried to Profit and Loss Account | 3,097,325.01 |
| | | <u>\$26,066,074.13</u> |

PROFIT AND

| | |
|----------|-----------------------|
| 1901. | |
| Mar. 31. | To Balance |
| | <u>\$8,590,797.40</u> |
| | <u>\$8,590,797.40</u> |

ACCOUNT.

| | |
|----------|--|
| 1901. | |
| Mar. 31. | By Gross Earnings from Operation.....\$25,364,695.12 |
| Mar. 31. | “ Income from Loans and Investments..... 693,879.01 |
| Mar. 31. | “ Receipts from Land Department..... 7,500.00 |

\$26,066,074.13

LOSS ACCOUNT.

| | |
|----------|--|
| 1900. | |
| April 1. | By Balance from previous year.....\$ 5,493,472.39 |
| 1901. | |
| Mar. 31. | “ Surplus for year ending March 31, 1901..... 3,097,325.01 |
| | \$8,590,797.40 |
| 1901. | |
| April 1. | By Balance .....\$8,590,797.40 |

CONDENSED BALANCE SHEET.

CREDIT BALANCES.

LIABILITIES.

| | | |
|--|-----------------|-------------------------|
| Capital Stock fixed \$50,000,000; amount issued. | \$49,994,400.00 | |
| Fractional Scrip outstanding, convertible into Stock..... | 5,600.00 | |
| | | <u>\$50,000,000.00</u> |
| Six per cent Mortgage Coupon Bonds..... | 4,485,000.00 | |
| Six per cent Mortgage Registered Bonds | 8,015,000.00 | |
| | | <u>12,500,000.00</u> |
| Four per cent General Gold Mortgage Coupon Bonds..... | 48,693,000.00 | |
| Four per cent General Gold Mortgage Registered Bonds | 6,888,000.00 | |
| | | <u>55,581,000.00</u> |
| Addition and Improvement Account | | 2,222,872.75 |
| Accounts Payable..... | | 1,911,190.29 |
| Balance—Profit and Loss..... | | 8,590,797.40 |
| | | <u>\$130,805,860.44</u> |

DEBIT BALANCES.

ASSETS.

| | |
|--|-------------------------|
| Cost of Road and Equipment, including all Branch Roads owned by the Company..... | \$109,218,230.06 |
| Cost of Track Elevation in Chicago..... | 1,378,114.68 |
| Cost of Railroad Bridge at Rock Island | 964,128.96 |
| Capital Stock and Bonds of Connecting Roads..... | 4,839,924.75 |
| Loans and other Investments..... | 1,404,553.23 |
| Advances made to Chicago, Rock Island & Texas Ry. Co., as per agreement dated January 2, 1893 | 1,956,961.43 |
| Advances made to Chicago, Rock Island & Mexico Ry. Co., as per resolution of Board of Directors, Dec. 7, 1900... | 20,000.00 |
| C., R. I. & P. Ry. Co., Capital Stock on hand | 78,600.00 |
| C., R. I. & P. R. R. Co., Six per cent Mortgage Bonds on hand..... | 400,000.00 |
| Stock of Material, Fuel, etc., on hand..... | 1,610,182.57 |
| Due from Post Office Department..... | 45,964.71 |
| Accounts Receivable..... | 1,530,205.18 |
| Cash and Cash Assets..... | 7,358,994.87 |
| | <u>\$130,805,860.44</u> |

STATEMENT OF TRAFFIC MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1901. | Year Ending March 31, 1900. |
|--|--------------------------------|--------------------------------|
| Passenger Traffic— | | |
| Number of Passengers carried earning revenue..... | 7,406,909 | 6,420,623 |
| Number of Passengers carried one mile..... | 295,952,782 | 259,662,994 |
| Average distance carried..... | 40 Miles | 40 Miles |
| Average amount received from each Passenger..... | \$.86 | \$.86 |
| Average Receipts per Passenger per mile..... | \$.02 ₁₆₆₆ | \$.02 ₁₆₆₆ |
| Earnings from Transportation of Passengers..... | \$ 6,160,204.48 | \$ 5,355,072.71 |
| Earnings from Excess Baggage and Milk..... | \$ 138,315.27 | \$ 96,968.49 |
| Earnings from Dining Cars..... | \$ 101,494.28 | \$ 88,995.40 |
| Total Passenger Earnings..... | \$ 6,400,014.03 | \$ 5,541,036.60 |
| Freight Traffic— | | |
| Number of Tons carried, of Freight earning revenue..... | 7,706,535 | 7,538,366 |
| Number of Tons carried, of Company Freight..... | 1,401,710 | 1,294,659 |
| Total Number of Tons carried..... | 9,108,245 | 8,833,025 |
| Number of Tons carried one mile, of Freight earning revenue..... | 1,789,092,549 | 1,605,226,704 |
| Number of Tons carried one mile, of Company Freight..... | 198,028,655 | 179,332,985 |
| Total Number of Tons carried one mile..... | 1,987,121,204 | 1,784,559,689 |
| Average distance carried, of Freight earning revenue..... | 232 Miles | 213 Miles |
| Average amount received from each Ton of Freight earning revenue.... | \$ 2.30 | \$ 2.11 |
| Average receipts per Ton per mile, of Freight earning revenue..... | Cts. ₁₀₀ 99 | Cts. ₁₀₀ 99 |
| Total Freight Earnings..... | \$ 17,730,397.76 | \$ 15,881,092.46 |

ANNUAL

SHOWING NUMBER OF MEN EMPLOYED, SERVICE

YEAR ENDED

| Service. | 1900. April. | May. | June. | July. |
|--|---------------------|---------------------|---------------------|---------------------|
| General Offices | 402 | 398 | 401 | 402 |
| Engine and Roundhouse Men | 1,402 | 1,389 | 1,350 | 1,425 |
| Machinists | 548 | 518 | 558 | 542 |
| Boiler Makers | 113 | 116 | 105 | 112 |
| Blacksmiths | 142 | 140 | 128 | 137 |
| Car Builders and Repairers | 869 | 916 | 860 | 956 |
| Telegraph Repairers | 26 | 25 | 28 | 24 |
| Train Masters and Dispatchers | 54 | 54 | 54 | 51 |
| Conductors, Baggage-men and Brakemen | 1,229 | 1,234 | 1,242 | 1,254 |
| Agents and Station Service | 2,412 | 2,432 | 2,453 | 2,431 |
| Track Repairers | 3,797 | 4,250 | 4,004 | 3,902 |
| Tankmen | 134 | 131 | 138 | 141 |
| Carpenters and Bridge Builders | 521 | 642 | 665 | 641 |
| Extra Gangs | 472 | 612 | 605 | 682 |
| Chicago Passenger Station | 64 | 63 | 62 | 62 |
| Dining Cars and Eating Houses | 79 | 79 | 82 | 87 |
| Division Superintendents' Offices | 44 | 44 | 44 | 44 |
| Supply Department Labor | 159 | 162 | 151 | 164 |
| Engineering | 48 | 45 | 25 | 47 |
| Construction | 80 | 200 | 256 | 439 |
| Total Number of Men | 12,595 | 13,450 | 13,211 | 13,543 |
| Total Amount Paid | \$658,643.56 | \$713,040.27 | \$717,360.90 | \$722,114.00 |

Total Amount Paid during Year \$8,426,172.93

Average Number of Men Employed per Month 12,752

Average Amount Paid per Month \$702,181.08

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL

MARCH 31, 1901.

| August. | September. | October. | November. | December. | 1901. January. | February. | March. |
|--------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| 403 | 405 | 407 | 407 | 407 | 412 | 430 | 421 |
| 1,458 | 1,461 | 1,489 | 1,464 | 1,464 | 1,504 | 1,490 | 1,585 |
| 554 | 546 | 577 | 564 | 575 | 583 | 588 | 595 |
| 112 | 116 | 123 | 127 | 123 | 138 | 142 | 147 |
| 142 | 145 | 143 | 151 | 149 | 150 | 144 | 154 |
| 954 | 958 | 968 | 967 | 936 | 993 | 987 | 1,030 |
| 29 | 30 | 32 | 32 | 33 | 23 | 22 | 27 |
| 52 | 51 | 54 | 55 | 55 | 55 | 56 | 55 |
| 1,347 | 1,313 | 1,311 | 1,310 | 1,275 | 1,340 | 1,280 | 1,313 |
| 2,479 | 2,540 | 2,576 | 2,571 | 2,544 | 2,508 | 2,524 | 2,570 |
| 3,853 | 3,666 | 3,687 | 3,218 | 2,421 | 1,991 | 2,061 | 2,532 |
| 156 | 132 | 156 | 157 | 140 | 127 | 129 | 121 |
| 649 | 687 | 667 | 650 | 602 | 546 | 382 | 480 |
| 725 | 581 | 647 | 669 | 453 | 374 | 221 | 250 |
| 65 | 62 | 65 | 63 | 63 | 64 | 64 | 63 |
| 87 | 89 | 86 | 80 | 81 | 152 | 148 | 154 |
| 47 | 46 | 44 | 46 | 46 | 45 | 45 | 45 |
| 168 | 152 | 156 | 155 | 163 | 170 | 172 | 187 |
| 49 | 49 | 51 | 55 | 26 | 25 | 25 | 24 |
| 579 | 510 | 373 | 190 | 24 | 162 | 281 | 349 |
| 13,908 | 13,539 | 13,612 | 12,931 | 11,580 | 11,362 | 11,191 | 12,102 |
| \$758,493.87 | \$742,132.61 | \$763,573.31 | \$706,481.99 | \$658,621.57 | \$654,259.57 | \$636,901.27 | \$694,549.93 |

CLASSIFIED STATEMENT OF TONNAGE.
(COMPANY MATERIAL EXCLUDED.)

| Commodities. | Year Ending Mar. 31, 1901. | | Year End'g Mar. 31, 1900. | |
|--|----------------------------|-----------|---------------------------|-----------|
| | Tons. | Per Cent. | Tons. | Per Cent. |
| PRODUCTS OF AGRICULTURE— | | | | |
| Wheat..... | 573,101 | 7.44 | 391,241 | 5.19 |
| Corn..... | 797,558 | 10.35 | 892,499 | 11.84 |
| Oats..... | 329,373 | 4.27 | 329,469 | 4.37 |
| Other Grain..... | 113,541 | 1.47 | 122,256 | 1.62 |
| Seeds..... | 21,521 | .28 | 27,977 | .37 |
| Flour..... | 229,739 | 2.98 | 219,668 | 2.91 |
| Other Mill Products..... | 145,543 | 1.89 | 129,240 | 1.71 |
| Hay..... | 66,722 | .87 | 72,193 | .96 |
| Cotton..... | 17,034 | .22 | 4,410 | .06 |
| Fruit..... | 102,104 | 1.32 | 66,543 | .88 |
| Potatoes..... | 46,121 | .60 | 57,193 | .76 |
| Other Vegetables..... | 19,149 | .25 | 17,250 | .23 |
| PRODUCTS OF ANIMALS— | | | | |
| Cattle..... | 482,109 | 6.26 | 418,958 | 5.56 |
| Hogs..... | 230,626 | 2.99 | 222,149 | 2.95 |
| Sheep..... | 22,175 | .29 | 28,362 | .38 |
| Horses and Mules..... | 30,536 | .40 | 25,457 | .34 |
| Dressed Meat..... | 54,631 | .71 | 63,939 | .85 |
| Other Packing House Products..... | 101,137 | 1.31 | 97,585 | 1.29 |
| Poultry and Eggs..... | 18,649 | .24 | 19,926 | .26 |
| Wool..... | 4,637 | .06 | 11,865 | .16 |
| Hides..... | 17,506 | .23 | 10,648 | .14 |
| PRODUCTS OF MINES— | | | | |
| Coal (Anthracite)..... | 166,174 | 2.16 | 176,444 | 2.34 |
| Coal (Bituminous)..... | 1,148,991 | 14.91 | 1,132,596 | 15.02 |
| Coke..... | 13,123 | .17 | 18,094 | .24 |
| Ore and Bullion..... | 66,777 | .87 | 57,016 | .76 |
| Stone, Sand and Gravel..... | 210,829 | 2.74 | 239,603 | 3.18 |
| Salt..... | 63,057 | .82 | 62,224 | .83 |
| PRODUCTS OF FOREST— | | | | |
| Lumber, Lath and Shingles..... | 490,854 | 6.37 | 449,110 | 5.96 |
| Railroad Ties..... | 84,238 | 1.09 | 65,627 | .87 |
| Other Articles..... | 119,000 | 1.54 | 114,240 | 1.51 |
| MANUFACTURES— | | | | |
| Petroleum and Other Oils..... | 78,854 | 1.02 | 87,311 | 1.16 |
| Sugar and Syrup..... | 58,244 | .76 | 115,396 | 1.53 |
| Iron (Pig and Bloom)..... | 68,500 | .89 | 159,755 | 2.12 |
| Iron and Steel Rails and Fastenings..... | 69,206 | .90 | 49,989 | .66 |
| Iron (Manufactured)..... | 91,302 | 1.18 | 100,748 | 1.34 |
| Machinery..... | 51,596 | .67 | 56,733 | .75 |
| Nails, Wire and Staples..... | 44,751 | .58 | 39,638 | .52 |
| Brick and Tile..... | 182,705 | 2.37 | 210,960 | 2.80 |
| Cement and Lime..... | 115,926 | 1.50 | 150,515 | 2.00 |
| Agricultural Implements..... | 65,573 | .85 | 70,117 | .93 |
| Vehicles..... | 29,786 | .39 | 36,016 | .48 |
| Wine, Liquor and Beer..... | 54,142 | .70 | 46,399 | .61 |
| Household Goods..... | 47,099 | .61 | 34,578 | .46 |
| Furniture..... | 13,163 | .17 | 19,636 | .26 |
| MERCHANDISE..... | 536,562 | 6.96 | 466,453 | 6.19 |
| MISCELLANEOUS..... | 412,571 | 5.35 | 350,340 | 4.65 |
| Totals..... | 7,706,535 | 100.00 | 7,538,366 | 100.00 |

SUMMARY.

| | Year Ending March 31, 1901. | Year Ending March 31, 1900. |
|--|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains..... | 6,931,145 | 6,343,838 |
| Number of Miles run by Freight Trains..... | 9,850,204 | 9,058,917 |
| Number of Miles run by Switching Trains..... | 4,112,923 | 4,039,624 |
| Number of Miles run by Gravel and Construction Trains..... | 787,071 | 586,584 |
| Total Number of Miles run..... | 21,681,343 | 20,028,963 |
| Number of Tons Freight earning revenue carried one Mile..... | 1,789,092,549 | 1,805,226,704 |
| Number of Passengers carried one Mile..... | 295,952,782 | 239,662,984 |
| Earnings per Mile run by Freight Trains..... | \$1.80 | \$1.75 |
| Earnings per Mile run by Passenger Trains..... | 1.08 | 1.04 |
| Expenses per Mile run, including Taxes..... | .79 | .75 |
| Percentage of Operating Expenses to Earnings..... | 63.8% | 62.1% |
| Percentage of Expenses and Taxes to Earnings..... | 67.1% | 66.1% |
| Amount received per Ton per Mile..... | .00 8% | .00 8% |
| Amount received per Passenger per Mile..... | .02 81 | .02 83 |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .18 | .16 |
| Number of Passengers carried one Mile for each Mile run by Passenger Trains..... | 43 | 41 |

6/23/02
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TWENTY-SECOND ANNUAL REPORT

— OF THE —

DIRECTORS TO THE STOCKHOLDERS

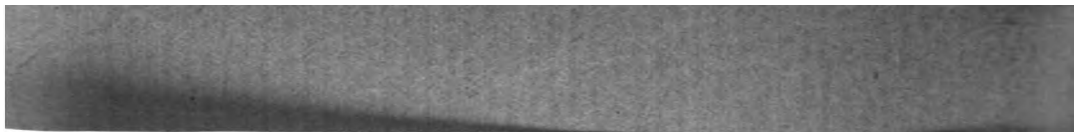
— OF THE —

Chicago, Rock Island & Pacific

RAILWAY COMPANY.

APRIL 1, 1902.

THE RYAN & HART CO., PRINTERS, 22-24 CUSTOM HOUSE PL., CHICAGO.



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TWENTY-SECOND ANNUAL REPORT
OF THE
DIRECTORS TO THE STOCKHOLDERS
OF THE
Chicago, Rock Island & Pacific
RAILWAY COMPANY.

APRIL 1, 1902.

DIRECTORS AND OFFICERS
OF THE
Chicago, Rock Island & Pacific Railway Co.
FOR 1902.

DIRECTORS.

| | | | |
|---------------------------|----------|-----------------------|----------|
| ALEXANDER E. ORR..... | New York | F. L. HINE..... | New York |
| OGDEN MILLS..... | New York | F. S. WHEELER..... | New York |
| GEO. S. BREWSTER..... | New York | GEO. G. McMURTRY..... | New York |
| A. R. FLOWER..... | New York | MARSHALL FIELD..... | Chicago |
| WM. H. MOORE..... | New York | W. B. LEEDS..... | Chicago |
| D. G. REID..... | New York | JAMES H. MOORE..... | Chicago |
| R. R. CABLE, Rock Island. | | | |

GENERAL OFFICERS.

| | |
|--|-------------|
| R. R. CABLE, Chairman of the Board | Rock Island |
| W. B. LEEDS, President | Chicago |
| C. H. WARREN, Assistant to the President | Chicago |
| H. A. PARKER, First Vice-President | Chicago |
| ROBERT MATHER, Second Vice-President and General Attorney | Chicago |
| J. M. JOHNSON, Third Vice-President and Freight Traffic Manager | Chicago |
| F. E. HAYNE, Treasurer and Assistant Secretary | Chicago |
| GEO. H. CROSBY, Secretary | Chicago |
| GEO. T. BOGGS, Assistant Treasurer and Assistant Secretary | New York |
| C. F. JILSON, Assistant Treasurer | Chicago |
| F. C. MARSHALL, Assistant Treasurer | Topeka |
| C. A. GOODNOW, General Manager | Chicago |
| W. M. HOBBS, General Superintendent—Lines East of Missouri River | Chicago |
| H. S. CABLE, General Superintendent—Lines West of Missouri River | Topeka |
| W. E. DAUCHY, Chief Engineer | Chicago |
| S. C. MATTHEWS, Auditor | Chicago |
| JOHN SEBASTIAN, General Passenger and Ticket Agent | Chicago |
| H. GOWER, Assistant Freight Traffic Manager | Chicago |
| E. B. BOYD, General Freight Agent—Lines East of Missouri River | Chicago |
| H. H. EMBRY, General Freight Agent—Lines West of Missouri River | Topeka |
| F. A. MARSH, Purchasing Agent | Chicago |
| M. A. LOW, General Attorney | Topeka |
| WM. LA VENTURE, Land Commissioner | Davenport |
| CORN EXCHANGE BANK, Registrar of Stock | New York |

EXECUTIVE COMMITTEE.

| | |
|------------------------|-----------------|
| R. R. CABLE, Chairman. | |
| W. B. LEEDS. | MARSHALL FIELD. |
| WM. H. MOORE. | A. R. FLOWER. |
| D. G. REID. | JAMES H. MOORE. |

TWENTY-SECOND ANNUAL REPORT OF THE DIRECTORS TO THE STOCKHOLDERS OF THE **CHICAGO, ROCK ISLAND & PACIFIC** **RAILWAY COMPANY.**

The Board of Directors submits the following report for the year ending March 31, 1902 :

| | |
|--|------------------------|
| Gross Earnings from Operation..... | \$28,385,845.81 |
| Operating Expenses..... | \$17,333,104.44 |
| Taxes | 921,620.75 |
| | <u>\$18,254,725.19</u> |
| Net Earnings from Operation..... | \$10,131,120.62 |
| Add Income from Loans and Investments..... | 936,848.63 |
| “ Net Cash Receipts from Land Sold | 12,000.00 |
| | <u>\$11,079,969.25</u> |
| Net Income..... | |
| From this amount has been paid— | |
| For Interest on Bonded Debt..... | \$ 2,951,322.00 |
| “ Rentals of Leased Lines | 756,954.62 |
| “ Rentals and Tolls Missouri River Bridges | 150,751.25 |
| “ Dividend on Capital Stock * | 2,247,900.75 |
| | <u>\$ 6,106,928.62</u> |
| Surplus for the Year..... | \$ 4,973,040.63 |

The Capital Stock and Bonded Debt of the Company is as follows :

| | |
|--|-----------------|
| Capital Stock issued | \$59,955,800.00 |
| Fractional Scrip convertible into Stock | 6,160.00 |
| Six per cent Mortgage Bonds | 12,500,000.00 |
| Four per cent General Gold Mortgage Bonds..... | 58,581,000.00 |

*In addition to dividend there has been distributed to Stockholders \$499,955.50 from Addition and Improvement Account, being one-quarter ($\frac{1}{4}$) per cent each on May 1, August 1, and November 1, 1901, and February 1, 1902, as a special dividend on the \$50,000,000 Capital Stock outstanding prior to August 1, 1901.

Main Line and Branch Railroads owned, leased and operated by the Chicago, Rock Island & Pacific Railway Company at the date of this report, are as follows:

LINES OWNED.

| | MILES |
|--|----------|
| Chicago, Ill., to Council Bluffs, Iowa..... | 500.21 |
| Davenport, Iowa, to Atchison, Kan. | 341.44 |
| Edgerton Junc., Mo., to Leavenworth, Kan. | 20.36 |
| Washington, Iowa, to Knoxville, Iowa..... | 79.31 |
| South Englewood, Ill., to South Chicago, Ill..... | 7.43 |
| Wilton, Iowa, to Muscatine, Iowa..... | 12.04 |
| Wilton, Iowa, to Lime Kilns, Iowa..... | 6.08 |
| Newton, Iowa, to Monroe, Iowa..... | 17.02 |
| Des Moines, Iowa, to Indianola and Winterset, Iowa.... | 47.08 |
| Menlo, Iowa, to Guthrie Center, Iowa..... | 14.44 |
| Atlantic, Iowa, to Audubon, Iowa..... | 24.41 |
| Atlantic, Iowa, to Griswold, Iowa | 14.22 |
| Avoca, Iowa, to Carson, Iowa..... | 17.73 |
| Avoca, Iowa, to Harlan, Iowa | 11.88 |
| Gowrie, Iowa, to Sibley, Iowa..... | 109.30 |
| Mt. Zion, Iowa, to Keosauqua, Iowa..... | 4.50 |
| Altamont, Mo., to St. Joseph, Mo..... | 49.30 |
| South St. Joseph, Mo., to Rushville, Mo..... | 15.05 |
| Kansas City, Mo., to Armourdale, Kan..... | 2.52 |
| South Omaha, Neb., to Jansen, Neb..... | 104.30 |
| Elwood, Kan., to Texhoma, Okla. Ter..... | 494.47 |
| Herington, Kan., to Terral, Ind. Ter..... | 349.07 |
| Herington Kan., to Salina, Kan..... | 49.30 |
| Horton, Kan., to Roswell, Colo..... | 568.65 |
| Fairbury, Neb., to Nelson, Neb..... | 51.53 |
| McFarland, Kan., to Belleville, Kan..... | 103.98 |
| Dodge City, Kan., to Bucklin, Kan. | 26.64 |
| Chickasha, Ind. Ter., to Mangum, Okla. Ter..... | 97.78 |
| North Enid, Okla. Ter., to Billings, Okla. Ter..... | 26.74 |
| Kingfisher, Okla. Ter., to Cashion, Okla. Ter..... | 16.01 |
| Anadarko, Okla. Ter., to Lawton, Okla. Ter..... | 36.10 |
| Total miles owned..... | 3,218.89 |

LINES LEASED.

| | |
|--|--------|
| Bureau, Ill., to Peoria, Ill. | 46.99 |
| Keokuk, Iowa, to Des Moines, Iowa..... | 162.31 |
| Des Moines, Iowa, to Ft. Dodge and Ruthven, Iowa.... | 143.34 |
| Total miles leased..... | 352.64 |

TRackage RIGHTS.

| | |
|---|----------|
| Over Hannibal & St. Joseph R. R.— | |
| Cameron, Mo., to Kansas City, Mo..... | 54.30 |
| Over Union Pacific R. R.— | |
| Council Bluffs, Iowa, to South Omaha, Neb. | 7.02 |
| Kansas City, Mo., to North Topeka, Kan..... | 67.35 |
| Limon, Colo., to Denver, Colo. | 89.78 |
| Over Denver & Rio Grande R. R.— | |
| Denver, Colo., to Pueblo, Colo..... | 119.60 |
| Total miles trackage rights..... | 338.05 |
| Total miles of road over which trains are operated..... | 3,909.58 |

The road is located in different States as follows:

| | |
|----------|-------------------------|
| 236.51 | miles in Illinois. |
| 1,178.33 | " " Iowa. |
| 287.21 | " " Missouri. |
| 1,124.30 | " " Kansas. |
| 250.44 | " " Nebraska. |
| 376.94 | " " Colorado. |
| 347.22 | " " Oklahoma Territory. |
| 108.63 | " " Indian Territory. |
| 3,909.58 | miles. |
| 272.99 | miles of second track. |
| 9.43 | " " third track. |
| 813.08 | " " side track. |

Equal to 5,005.08 miles of single track.

Statement showing the details of Earnings and Percentage of Operating Expenses as compared with the previous fiscal year:

| | Year Ending March 31, 1902. | Year Ending March 31, 1901. |
|---|--------------------------------|--------------------------------|
| Gross Earnings— | | |
| Passenger Transportation | \$ 8,030,164.00 | \$ 6,400,014.03 |
| Freight | 19,061,857.05 | 17,730,397.76 |
| Mail | 662,559.95 | 642,889.00 |
| Express | 463,706.82 | 435,134.50 |
| Rents | 160,640.22 | 149,448.16 |
| Telegraph | 6,917.77 | 6,811.67 |
| Total Gross Earnings from Operation.. | \$28,385,845.81 | \$25,364,695.12 |
| Operating Expenses | \$17,333,104.44 | \$16,224,064.31 |
| Taxes | 921,620.75 | 941,028.43 |
| Total Operating Expenses and Taxes.. | \$18,254,725.19 | \$17,165,092.74 |
| Net Earnings from Operation | \$10,131,120.62 | \$ 8,199,602.38 |
| Percentage of Operating Expenses to Gross Earnings from Operation..... | 61.1% | 63.1% |
| Same, including Taxes | 64.1% | 67.1% |

PASSENGER EARNINGS.—In comparison with the previous year, Passenger Earnings show an increase of \$1,630,149.97, or 25.4% per cent, which is made up of an increase in earnings from connecting lines of \$424,052.64, or 42.4% per cent, and an increase from business originating on our own line of \$1,206,097.33 or 22.3% per cent.

The total number of passengers carried increased 821,670, or $11\frac{2}{11}$ per cent.

The number of first class passengers carried increased 815,036, or $11\frac{1}{11}$ per cent.

The number of second class and emigrant passengers carried increased 6,634, or $23\frac{5}{11}$ per cent.

The number of passengers carried one mile increased 76,360,901, or $25\frac{8}{11}$ per cent.

The average distance traveled by each passenger during the year was 45 miles, and during the previous year was 40 miles.

The number of through passengers (passengers delivered to or received from connecting lines) increased 128,058, or $43\frac{4}{11}$ per cent, and the number of local passengers increased 693,612, or $9\frac{1}{11}$ per cent.

The rate per passenger per mile for the year ending March 31, 1901, was $2\frac{8}{11}$ cents, and for the past year was $2\frac{1}{11}$ cents.

The passenger business at 463 stations shows an increase during the year of \$1,819,231.21, and at 117 stations a decrease of \$189,081.24.

The number of passengers carried shows an increase during the year at 437 stations of 870,943, and a decrease at 142 stations of 49,273.

Suburban Passenger Business for the year shows 2,942,275 passengers carried, and earnings from same of \$262,278.51, an increase over previous year of 108,998 passengers, and in earnings of \$8,534.85.

FREIGHT EARNINGS.—Freight earnings for the year increased \$1,331,459.29, or $7\frac{5}{11}$ per cent.

The revenue from Through Freight (freight delivered to or received from connecting lines) increased \$885,034.43, or $8\frac{3}{11}$ per cent, and the revenue from Local Freight increased \$446,424.86, or $6\frac{2}{11}$ per cent.

Of the entire Freight Earnings 60 $\frac{1}{10}$ % per cent was from Through Freight, and 39 $\frac{1}{10}$ % per cent from Local Freight.

The movement of freight earning revenue as compared with the previous year, shows an increase of 539,443 tons, or 7 per cent, and the rate per ton per mile has increased from 1 $\frac{1}{10}$ % cents to 1 $\frac{4}{10}$ % cents.

GROSS EARNINGS from Operation show an increase \$3,021,150.69, or 11 $\frac{1}{10}$ % per cent.

OPERATING EXPENSES show an increase of \$1,109,040.13, or 6 $\frac{4}{10}$ % per cent.

TAXES show a decrease of \$19,407.68, or 2 $\frac{1}{10}$ % per cent.

Full details of the foregoing, as also statements of Assets and Liabilities, Income Account and valuable statistical information will be found forming a part of this report.

The amount charged to Construction and Equipment Account for the year is as follows:

| | |
|--|----------------|
| For Land, Land Damages | \$ 112,776.24 |
| “ Engineering Account | 8,298.25 |
| “ New Buildings..... | 216,952.73 |
| “ Interlocking Plants..... | 7,892.07 |
| “ Track Elevation at Chicago, Ill..... | 11,917.26 |
| “ Track Elevation at Davenport, Iowa..... | 24,711.06 |
| “ Additional Second Track—West Liberty to Iowa City, Iowa (15 $\frac{7}{10}$ % miles)..... | 110,516.56 |
| “ Additional Second Track—Buffalo to Muscatine, Iowa (17 $\frac{8}{10}$ % miles)..... | 190,694.17 |
| “ Additional Side Track (23 $\frac{8}{10}$ % miles)..... | 155,650.74 |
| “ Change of Line—Brighton to Perlee, Iowa..... | 162,624.21 |
| “ Trenton Cut-off..... | 3,912.82 |
| “ Chickasha Branch..... | 6,613.93 |
| “ Fort Sill Branch..... | 263,507.86 |
| “ New Equipment | 1,437,377.03 |
| “ El Paso Extension | 662,111.46 |
| | <hr/> |
| | \$3,375,556.39 |

LAND, LAND DAMAGES.—The more important purchases for this account were for yard and terminal facilities at Chicago and Rock Island, Ill., Davenport, Iowa, and for sheep pens near McFarland, Kan.

NEW BUILDINGS.—There has been expended during the year for this account, on buildings either completed or in process of construction, \$216,952.73, for passenger depot and freight depot at Chicago, Ill., dock freight house at South Chicago, Ill., and round-houses at Herington, Caldwell and Bucklin, Kan., and at Chickasha, I. T.

TRACK ELEVATION.—Work has been commenced on elevation of tracks from passenger station, Van Buren Street to Twelfth Street, Chicago. This is an extension of the work done several years ago, and when completed will give a continuous elevated structure through the thickly settled portion of the city.

Elevation of tracks in the city of Davenport, Iowa, has been commenced. This improvement is made necessary from the fact that the right of way through the city is located near the base of quite a steep incline, making grade crossings extremely dangerous.

SECOND TRACK.—Additional second track has been constructed from West Liberty to Iowa City, Iowa ($15\frac{1}{10}$ miles), and from Buffalo to Muscatine, Iowa ($17\frac{5}{10}$ miles).

SIDE TRACKS.—Additional side tracks, aggregating $28\frac{6}{10}$ miles, have been constructed on various divisions of the road.

CHANGE OF LINE—BRIGHTON TO PERLEE, IOWA.—This improvement consists of rebuilding the line between the points mentioned, about eight (8) miles, and when completed will decrease the expense of operation by the reduction of grades and the elimination of curves.

FORT SILL BRANCH.—Work on this line from Anadarko to Lawton, O. T., mention of which was made in last year's report, has been completed and was opened for operation to Fort Sill in August, 1901, and to Lawton in September, 1901.

EQUIPMENT.—The following equipment has been purchased or built during the year and the cost charged to Construction:

Thirty (30) Locomotives.

Thirteen Hundred (1300) 60,000-lb. capacity Box and Stock Freight Cars.

Four (4) Chair Cars.

Eight (8) Passenger Coaches.

Ten (10) Baggage and Mail Cars.

Four (4) Composite Cars.

Two (2) Dining Cars.

The following equipment has been purchased or built during the year and the cost of same charged to Operating Expenses:

Thirty-seven (37) Locomotives.

Seven (7) Chair Cars.

Three (3) Combination Passenger and Baggage Cars.

Four Hundred and Sixty-two (462) Box Freight Cars.

Eighty-eight (88) Flat and Coal Cars.

Eleven (11) Drovers' Caboose Cars.

One (1) Derrick Car.

EL PASO EXTENSION.—During the year the construction of an extension of this Company's line from Liberal, Kan., to Texhoma, O. T. ($55\frac{8}{10}$ miles), has been completed. At Texhoma this line connects with the Chicago, Rock Island & Mexico Ry., a corporation of the State of Texas, extending from Texhoma to a point on the boundary line between the State of Texas and the Territory of New Mexico, at which point it connects with the railway of the Chicago, Rock Island & El Paso Ry. Co., a corporation of the Territory of New Mexico, whose railway extends to Santa Rosa, N. M., where it connects with the railway of the El Paso & Rock Island Ry. Co. The latter Company is a part of the system of the El Paso & Northeastern Ry.

Co., the lines of which system extend from Santa Rosa to El Paso, Texas. Traffic agreements between the companies named and the Chicago, Rock Island & Pacific Ry. Co., furnish for this Company a through connection for passenger and freight business at El Paso with the Southern Pacific Co. for Pacific Coast points, and the Mexican Central Ry. Co. for points in the Republic of Mexico.

ENID & ANADARKO RY.—Under authority of the Board of Directors, given March 16, 1899, the Enid & Anadarko Ry. Company was incorporated to construct a line from Enid to Anadarko, O. T. That portion of the line from Enid to Watonga ($64\frac{7}{8}$ miles) has been completed, and was opened for operation in sections as completed at various times during the year. The property is operated by this Company, the earnings and operating expenses being included in the income account, but the mileage is not included on page 6, it not being a portion of this Company's owned line.

ADDITION AND IMPROVEMENT ACCOUNT.—There has been distributed to stockholders during the year, from Addition and Improvement Account, as a special dividend, \$499,955.50, being one-quarter per cent quarterly on May 1, August 1 and November 1, 1901, and February 1, 1902, on the \$50,000,000 capital stock outstanding prior to August 1, 1901 (no dividend being paid on fractional shares), as authorized at the Annual Meeting held in Chicago, June 1, 1898.

W B Leeds

President.

REPORT OF LAND COMMISSIONER.

LAND OFFICE,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
DAVENPORT, IOWA, MAY 1, 1902.

MR. W. B. LEEDS, *President*,

Chicago:

SIR:—The following report of the business of this office, relating to the Land Grant of the Company, for the fiscal year ending March 31, 1902, is respectfully submitted:

The lands conveyed during the year by deeds or contract of warranty were 188.47 acres, for the total consideration of \$15,009.50.

Quit Claim Deeds were made on 790.63 acres, for which \$15 has been received.

Bills Receivable unpaid at the close of the year were \$10,501.43, a net decrease during the twelve months of \$605.96.

Interest and rents collected were \$915.09.

Taxes paid on lands and lots amount to \$250.16.

Remittances have been made to the Treasurer of the Company, on account of receipts of this office, to the amount of \$12,000.

The land unsold, as to which title is undisputed, is now 38.29 acres, not including lots in the Town of Audubon.

Very respectfully,

WM. LA VENTURE,

Land Commissioner.

STATEMENT

SHOWING PRINCIPAL ITEMS USED IN THE REPAIRS OF TRACK.

| | Year Ending March 31, 1902. | Year Ending March 31, 1901. |
|--|-----------------------------------|-----------------------------------|
| Ties used No. | 1,217,309. | 1,154,396. |
| “ cost \$ | 597,140.57 | 582,861.47 |
| Steel Rails laid Gross Tons | 27,265. | 32,544. |
| “ cost \$ | 706,936.24 | 936,920.74 |
| Railroad Spikes used Lbs. | 1,467,100. | 1,462,000. |
| “ cost \$ | 25,708.85 | 36,220.70 |
| Joint Splices cost \$ | 102,346.02 | 92,600.53 |
| Bolts, Nuts and Fastenings cost \$ | 26,563.10 | 28,934.90 |
| Track Relaid with New Steel Miles | 216. ⁸⁸ ₁₀₀ | 258. ⁸⁷ ₁₀₀ |
| “ “ “ Ties “ | 405. ⁷⁷ ₁₀₀ | 384. ⁸⁹ ₁₀₀ |
| Wire Fencing cost \$ | 22,777.53 | 7,653.15 |

STATEMENT

SHOWING NUMBER OF LOCOMOTIVES, SERVICE PERFORMED, AND LEADING
ITEMS OF REPAIRS.

| | Year Ending March 31, 1902. | Year Ending March 31, 1901. |
|--|--------------------------------|--------------------------------|
| Locomotives | 631 | 572 |
| Miles Run during Year..... | 23,485,136 | 21,681,343 |
| Average Miles Run per Engine..... | 37,219 | 37,904 |
| Cords of Wood consumed by Locomotives.... | 4,339 | 3,148 |
| Tons of Coal consumed by Locomotives..... | 1,009,597 | 835,644 |
| Total Cost of Fuel consumed by Locomotives. \$ | 2,006,234.25 | 1,635,706.60 |
| Total Cost of Repairs of Locomotives..... | 1,165,200.49 | 939,079.29 |
| Cost of Repairs per Mile Run..... | 4.96 | 4.33 |
| Cost of Oil, Tallow and Waste per Mile Run.. | .18 | .17 |
| Cost of Fuel per Mile Run..... | 8.54 | 7.54 |
| Cost of Engineers, Firemen and Wipers per Mile Run..... | 6.81 | 6.80 |
| Average No. of Cars in Passenger Trains.... | 5.17 | 5.17 |
| Average No. of Cars in Freight Trains..... | 21.05 | 20.03 |
| Average No. of Miles Run per Ton of Coal... | 23.16 | 25.85 |
| New Engines purchased or built to replace old and worn out..... | 8 | 26 |
| New Fire Boxes to replace old and worn out.. | 38 | 30 |
| New Steel Tires to replace old and worn out.. | 190 | 252 |
| New Cylinders to replace old and broken.... | 45 | 40 |
| New Driving Wheels..... | 33 | 35 |
| New Tender Frames..... | 46 | 76 |
| New Tanks..... | 3 | 4 |
| New Engine and Tender Trucks..... | 38 | 112 |
| New Steel Driving Axles..... | 112 | 140 |
| New Smoke Stacks..... | 91 | 82 |
| New Engine Cabs..... | 40 | 27 |
| New Pilots..... | 162 | 114 |
| New Crank Pins..... | 478 | 495 |
| New Steel Piston Rods..... | 165 | 148 |
| New Injectors..... | 33 | 76 |
| New Cross Heads..... | 21 | 27 |
| New Flues..... | 63 | 52 |
| Flues Reset..... | 315 | 310 |
| New Flue Sheets..... | 52 | 55 |
| New Air Brakes..... | 4 | 4 |
| Engine Tires Turned..... | 403 | 393 |
| Engines Thoroughly Repaired..... | 407 | 370 |
| Engines Painted and Varnished..... | 677 | 585 |
| Wheels and Axles used..... | 3,053 | 2,985 |

STATEMENT

SHOWING NUMBER OF CARS AND SERVICE PERFORMED.

| Cars. | Year Ending March 31, 1902. | Year Ending March 31, 1901. |
|--|--------------------------------|--------------------------------|
| In Passenger Service— | | |
| Passenger Coaches, all classes..... | 331 | 313 |
| Parlor Cars..... | 2 | 2 |
| Composite Cars..... | 11 | 7 |
| Baggage, Mail and Express Cars..... | 98 | 88 |
| Railway Postal Cars..... | 14 | 14 |
| Dining Cars..... | 11 | 9 |
| Business and Paymasters' Cars..... | 6 | 6 |
| Total..... | 473 | 439 |
| In Freight Service— | | |
| Box Freight Cars..... | 13,032 | 12,017 |
| Live Stock Cars..... | 2,973 | 2,601 |
| Platform and Coal Cars..... | 3,264 | 3,117 |
| Drovers', Caboose and other Cars..... | 467 | 415 |
| Total..... | 19,736 | 18,150 |
| Gravel, Hand, and other Cars used in Repairs of Roadway, Track and Bridges..... | 1,696 | 1,645 |
| Number of Miles Run by Cars in Passenger Service during the Year..... | 39,113,608 | 35,839,551 |
| Number of Miles Run by Cars in Freight Service during the Year..... | 217,870,193 | 197,333,350 |
| Number of Miles Run by Cars in Repair and Construction Work..... | 4,956,440 | 4,003,617 |

STATEMENT

SHOWING ITEMS OF REPAIRS TO CARS—COST CHARGED TO
OPERATING EXPENSES.

| | | | |
|---|---|-----------------------------------|---------|
| Rebuilt to Replace Worn Out or Destroyed Cars..... | { | Passenger Coaches. | 4 |
| | { | Freight Cars..... | 562 |
| | { | Passenger Coaches | 29 |
| | { | Composite Cars..... | 1 |
| Thoroughly Repaired | { | Dining Cars | 1 |
| | { | Baggage, Mail and Express Cars.. | 17 |
| | { | Business and Paymasters' Cars... | 3 |
| | { | Passenger Coaches | 239 |
| | { | Parlor Cars..... | 2 |
| Ordinary Repairs..... | { | Composite Cars..... | 7 |
| | { | Dining Cars | 8 |
| | { | Baggage, Mail and Express Cars.. | 86 |
| | { | Business and Paymasters' Cars... | 2 |
| New Upholstered | { | Passenger Coaches..... | 23 |
| | { | Business and Paymasters' Cars.... | 2 |
| General Repairs | { | Drovers' and Caboose Cars..... | 129 |
| Freight Cars Furnished with New Roofs..... | | | 582 |
| “ “ Furnished with New Floors | | | 1,040 |
| “ “ Repainted | | | 1,436 |
| “ “ Roofs Repainted..... | | | 1,402 |
| “ “ Automatic Couplers applied | | | 1,978 |
| “ “ Air Brakes applied | | | 10 |
| Number of Wheels used in Repairs..... | | | 20,916 |
| Number of Axles used in Repairs..... | | | 5,306 |
| Number of Cars, including Foreign Cars, that have received more or less Repairs during the year..... | | | 146,964 |

STATEMENT OF PASSENGER BUSINESS

FOR THE YEAR ENDING MARCH 31, 1902.

| Months. | Excess Baggage. | Total Amount Passenger Earnings. | First Class Passengers. | Second Class and Emigrant Passen- gers. | Total Passengers. | Through Passengers. | Local Passengers. | Passengers Carried One Mile. |
|---------------------|--------------------|--|----------------------------|--|----------------------|------------------------|----------------------|------------------------------------|
| April 1901. | \$ 12,732.67 | \$ 527,136.46 | 635,565 | 4,202 | 639,767 | 25,287½ | 614,479½ | 23,971,128 |
| May | 16,701.90 | 551,287.74 | 640,954 | 3,335 | 644,289 | 24,018 | 620,271 | 24,525,214 |
| June | 15,509.42 | 591,009.21 | 614,739 | 2,849 | 617,588 | 23,057 | 594,531 | 27,256,338 |
| July | 11,953.18 | 818,537.04 | 707,952 | 478 | 708,430 | 20,638½ | 687,791½ | 40,319,831 |
| August | 11,995.32 | 820,125.53 | 763,819 | 3,631½ | 767,450½ | 38,825½ | 728,625 | 39,489,065 |
| September | 13,144.07 | 820,091.96 | 730,876 | 3,204 | 734,080 | 50,679 | 683,401 | 39,461,903 |
| October | 15,138.99 | 800,091.93 | 770,295½ | 2,940 | 773,235½ | 65,590½ | 707,645 | 38,788,959 |
| November | 14,563.58 | 687,442.70 | 694,224 | 3,606 | 697,830 | 39,344½ | 658,485½ | 31,232,466 |
| December | 12,013.58 | 640,095.63 | 720,052½ | 2,567½ | 722,620 | 36,783 | 685,837 | 29,700,944 |
| January 1902. | 12,407.16 | 560,285.98 | 643,056 | 2,171½ | 645,227½ | 26,170½ | 619,057 | 24,788,443 |
| February | 10,278.25 | 608,742.92 | 605,211½ | 2,780 | 607,991½ | 41,207½ | 566,784 | 26,344,604 |
| March | 10,793.79 | 606,316.90 | 667,077½ | 2,993 | 670,070½ | 29,875½ | 640,195 | 26,433,788 |
| Totals | \$157,231.91 | \$8,030,104.00 | 8,193,822 | 34,757½ | 8,228,579½ | 421,477 | 7,807,102½ | 372,313,683 |

STATEMENT OF GROSS EARNINGS FROM OPERATION.

| Year. | Month. | Passenger. | Freight. | Miscellaneous. | Totals. |
|-------|----------------|----------------|-----------------|----------------|-----------------|
| 1901. | April | \$ 527,136.46 | \$ 1,341,977.90 | \$ 103,822.83 | \$ 1,972,937.19 |
| | May..... | 551,287.74 | 1,538,370.36 | 112,335.59 | 2,201,993.69 |
| | June..... | 591,009.21 | 1,428,978.94 | 104,932.17 | 2,124,920.32 |
| | July..... | 818,537.04 | 1,674,500.29 | 103,423.75 | 2,596,461.08 |
| | August..... | 820,125.53 | 1,942,444.24 | 107,325.17 | 2,869,894.94 |
| | September..... | 820,091.96 | 1,763,895.15 | 101,797.49 | 2,685,774.60 |
| | October..... | 800,091.33 | 2,004,200.29 | 112,538.90 | 2,916,831.12 |
| | November..... | 687,442.70 | 1,682,528.20 | 103,162.74 | 2,473,133.64 |
| | December..... | 640,095.63 | 1,498,371.85 | 113,176.12 | 2,251,643.60 |
| | January..... | 560,285.98 | 1,404,466.89 | 102,864.45 | 2,067,617.32 |
| | February..... | 608,742.92 | 1,348,862.53 | 102,311.36 | 2,059,916.81 |
| | March..... | 605,316.90 | 1,433,270.41 | 126,134.19 | 2,164,721.50 |
| | Totals..... | \$8,030,164.00 | \$19,061,857.05 | \$1,293,824.76 | \$28,385,845.81 |
| 1902. | April | | | | |
| | May..... | | | | |
| | June..... | | | | |
| | July..... | | | | |
| | August..... | | | | |
| | September..... | | | | |
| | October..... | | | | |
| | November..... | | | | |
| | December..... | | | | |
| | January..... | | | | |
| | February..... | | | | |
| | March..... | | | | |
| | Totals..... | | | | |

DETAILED STATEMENT

OF

OPERATING EXPENSES

| | Year Ending March 31, 1902. | Year Ending March 31, 1901. |
|--|--------------------------------|--------------------------------|
| MAINTENANCE OF WAY AND STRUCTURES. | | |
| Repairs of Roadway | \$1,985,642.24 | \$1,930,044.46 |
| Renewals of Rails | 341,474.49 | 453,404.49 |
| Renewals of Ties | 708,092.78 | 667,295.00 |
| Repairs and Renewals of Bridges and Culverts..... | 668,507.70 | 726,827.15 |
| Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards. | 134,478.50 | 111,361.33 |
| Repairs and Renewals of Buildings and Fixtures | 768,671.76 | 676,664.85 |
| Repairs and Renewals of Telegraph.... | 30,366.07 | 25,840.16 |
| Stationery and Printing | 7,536.97 | 5,622.01 |
| Other Expenses | 1,401.39 | 234.80 |
| Total | \$4,646,171.90 | \$4,597,294.25 |
| MAINTENANCE OF EQUIPMENT. | | |
| Superintendence | \$ 50,912.29 | \$ 51,950.94 |
| Repairs and Renewals of Locomotives.. | 1,165,200.49 | 939,079.29 |
| Repairs and Renewals of Passenger Cars | 400,660.12 | 358,470.71 |
| Repairs and Renewals of Freight Cars.. | 1,006,547.75 | 1,374,197.31 |
| Repairs and Renewals of Work Cars.... | 30,163.17 | 56,619.65 |
| Repairs and Renewals of Shop Machinery and Tools..... | 120,494.09 | 82,267.16 |
| Stationery and Printing..... | 7,816.00 | 5,593.46 |
| Other Expenses | 126,938.51 | 113,011.81 |
| Total..... | \$2,908,732.42 | \$2,981,190.33 |
| Carried Forward | \$7,554,904.32 | \$7,578,484.58 |

DETAILED STATEMENT OF OPERATING EXPENSES CONTINUED.

| | Year Ending March 31, 1902. | Year Ending March 31, 1901. |
|---|--------------------------------|--------------------------------|
| Brought Forward | \$7,554,904.32 | \$7,578,484.58 |
| CONDUCTING TRANSPORTATION. | | |
| Superintendence | \$ 268,947.85 | \$ 249,472.61 |
| Engine and Roundhouse Men | 1,581,062.71 | 1,436,082.23 |
| Fuel for Locomotives | 1,986,446.07 | 1,619,776.99 |
| Water Supply for Locomotives | 122,000.34 | 104,887.21 |
| Oil, Tallow and Waste for Locomotives | 41,553.62 | 35,607.91 |
| Other Supplies for Locomotives | 31,751.37 | 24,486.40 |
| Passenger Train Service | 360,393.69 | 332,126.40 |
| Freight Train Service | 799,628.66 | 736,067.19 |
| Passenger Train Supplies and Expenses | 196,808.18 | 171,853.56 |
| Freight Train Supplies and Expenses | 136,631.95 | 102,809.55 |
| Dining Car Expenses | 27,166.86 | 117,084.41 |
| Switchmen, Flagmen and Watchmen | 573,822.72 | 531,226.13 |
| Telegraph Expenses | 288,970.78 | 268,892.93 |
| Station Service | 923,752.20 | 857,490.98 |
| Station Supplies | 131,930.49 | 116,530.36 |
| Passenger Car Mileage, Balance | 42,251.36 | 33,531.58 |
| Freight Car Mileage, Balance | 274,681.67 | 249,582.16 |
| Loss and Damage of Goods and Baggage | 121,301.78 | 61,126.70 |
| Cattle Killed and Damage to Property | 90,301.79 | 44,080.10 |
| Injuries to Persons | 236,714.44 | 162,318.48 |
| Advertising | 132,115.37 | 127,092.69 |
| Outside Agencies | 418,337.07 | 380,366.56 |
| Rents of Buildings and Other Property | 134,734.29 | 98,212.64 |
| Stationery and Printing | 107,162.55 | 97,327.17 |
| Other Expenses | 133,010.92 | 97,277.77 |
| Total | \$9,161,478.73 | \$8,055,310.71 |
| GENERAL EXPENSES. | | |
| Salaries of General Officers, Clerks and Attendants | \$ 363,045.10 | \$ 341,180.95 |
| General Office Expenses and Supplies | 24,937.46 | 18,166.63 |
| Insurance | 11,191.19 | 8,938.60 |
| Law Expenses | 97,180.06 | 85,387.55 |
| Stationery and Printing | 39,277.36 | 35,079.05 |
| Other General Expenses | 81,090.22 | 101,516.24 |
| Total | \$ 616,721.39 | \$ 590,269.02 |
| RECAPITULATION. | | |
| Maintenance of Way and Structures | \$4,646,171.90 | \$4,597,294.25 |
| Maintenance of Equipment | 2,908,732.42 | 2,981,190.33 |
| Conducting Transportation | 9,161,478.73 | 8,055,310.71 |
| General Expenses | 616,721.39 | 590,269.02 |
| Total Operating Expenses | \$17,333,104.44 | \$16,224,064.31 |
| Taxes | 921,620.75 | 941,028.43 |
| Total Operating Expenses and Taxes | \$18,254,725.19 | \$17,165,092.74 |

ACCOUNT.

| | |
|----------|--|
| 1902. | |
| Mar. 31. | By Gross Earnings from Operation.....\$28,385,845.81 |
| Mar. 31. | “ Income from Loans and Investments..... 936,848.63 |
| Mar. 31. | “ Receipts from Land Department..... 12,000.00 |

\$29,334,694.44

LOSS ACCOUNT.

| | |
|----------|--|
| 1901. | |
| April 1. | By Balance from previous year.....\$ 8,590,797.40 |
| 1902. | |
| Mar. 31. | “ Surplus for year ending March 31, 1902..... 4,973,040.63 |
| | \$13,563,838.03 |
| 1902. | |
| April 1. | By Balance .....\$13,563,838.03 |

CONDENSED BALANCE SHEET.**CREDIT BALANCES.****LIABILITIES.**

| | | |
|---|-----------------|-------------------------|
| Capital Stock fixed \$60,000,000; amount issued. | \$59,955,800.00 | |
| Fractional Scrip outstanding, convertible into Stock..... | 6,160.00 | |
| | | \$59,961,960.00 |
| Six per cent Mortgage Coupon Bonds | 4,480,000.00 | |
| Six per cent Mortgage Registered Bonds..... | 8,020,000.00 | |
| | | 12,500,000.00 |
| Four per cent General Gold Mortgage Coupon Bonds..... | 51,412,000.00 | |
| Four per cent General Gold Mortgage Registered Bonds..... | 7,169,000.00 | |
| | | 58,581,000.00 |
| Addition and Improvement Account | 1,722,917.25 | |
| Accounts Payable..... | 3,032,539.96 | |
| Balance—Profit and Loss | 13,563,838.03 | |
| | | <u>\$149,362,255.24</u> |

DEBIT BALANCES.**ASSETS.**

| | |
|--|-------------------------|
| Cost of Road and Equipment, including all Branch Roads owned by the Company..... | \$112,557,158.13 |
| Cost of Track Elevation in Chicago | 1,390,031.94 |
| Cost of Track Elevation in Davenport..... | 24,711.06 |
| Cost of Railroad Bridge at Rock Island | 964,128.96 |
| Capital Stock and Bonds of Connecting Roads..... | 5,250,366.26 |
| Loans and other Investments..... | 930,032.66 |
| Advances made to Chicago, Rock Island & Texas Ry. Co., as per agreement dated January 2, 1893..... | 1,956,961.43 |
| Advances made to Chicago, Rock Island & Mexico Ry. Co., as per resolution of Board of Directors, Dec. 7, 1900.. | 1,220,383.37 |
| Advances made to Chicago, Rock Island & El Paso Ry. Co., as per resolution of Board of Directors, Dec. 7, 1900.. | 2,593,644.21 |
| C., R. I. & P. Ry. Co., Capital Stock on hand..... | 94,320.00 |
| C., R. I. & P. R. R. Co., Six per cent Mortgage Bonds on hand..... | 400,000.00 |
| Stock of Material, Fuel, etc., on hand..... | 1,835,643.79 |
| Due from Post Office Department..... | 164,438.21 |
| Accounts Receivable..... | 2,099,581.11 |
| Cash and Cash Assets | 17,880,854.11 |
| | <u>\$149,362,255.24</u> |

STATEMENT

OF TRAFFIC MOVEMENT AND EARNINGS.

| | Year Ending March 31, 1902. | Year Ending March 31, 1901. |
|---|---|---|
| Passenger Traffic— | | |
| Number of Passengers carried earning revenue..... | 8,228,579 | 7,406,909 |
| Number of Passengers carried one mile..... | 372,313,683 | 295,952,782 |
| Average distance carried | 45 Miles | 40 Miles |
| Average amount received from each Passenger | \$.98 | \$.86 |
| Average Receipts per Passenger per mile | Cts. 2,1 ¹¹ / ₁₀₀ | Cts. 2,1 ¹¹ / ₁₀₀ |
| Earnings from Transportation of Passengers | \$ 7,872,932.09 | \$ 6,160,204.48 |
| Earnings from Excess Baggage and Milk | \$ 157,231.91 | \$ 138,315.27 |
| Earnings from Dining Cars | \$ | \$ 101,494.28 |
| Total Passenger Earnings..... | \$ 8,030,164.00 | \$ 6,400,014.03 |
| Freight Traffic— | | |
| Number of Tons carried, of Freight earning revenue | 8,245,978 | 7,706,535 |
| Number of Tons carried, of Company Freight | 1,748,178 | 1,401,710 |
| Total Number of Tons carried..... | 9,994,156 | 9,108,245 |
| Number of Tons carried one mile, of Freight earning revenue | 1,839,127,297 | 1,789,092,549 |
| Number of Tons carried one mile, of Company Freight | 227,668,165 | 198,028,655 |
| Total Number of Tons carried one mile | 2,066,795,462 | 1,987,121,204 |
| Average distance carried, of Freight earning revenue | 223 Miles | 232 Miles |
| Average amount received from each Ton of Freight earning revenue | \$ 2.31 | \$ 2.30 |
| Average receipts per Ton per mile, of Freight earning revenue | Cts. 1,1 ¹¹ / ₁₀₀ | Cts. 1,1 ¹¹ / ₁₀₀ |
| Total Freight Earnings | \$ 19,061,857.05 | \$ 17,730,397.76 |

Dining Car Earnings, for the year ending March 31, 1902, not included in Passenger Earnings.

ANNUAL

SHOWING NUMBER OF MEN EMPLOYED, SERVICE

YEAR ENDING

| Service. | 1901. April. | May. | June. | July. |
|--|---------------------|---------------------|---------------------|--------------------|
| General Offices | 413 | 417 | 453 | 434 |
| Engine and Roundhouse Men | 1,525 | 1,557 | 1,565 | 1,632 |
| Machinists | 591 | 612 | 624 | 622 |
| Boiler Makers | 145 | 136 | 146 | 149 |
| Blacksmiths | 149 | 148 | 152 | 150 |
| Car Builders and Repairers | 1,036 | 1,036 | 1,083 | 1,089 |
| Telegraph Repairers | 31 | 28 | 27 | 26 |
| Train Masters and Dispatchers | 58 | 61 | 56 | 58 |
| Conductors, Baggage-men and Brakemen | 1,369 | 1,383 | 1,379 | 1,546 |
| Agents and Station Service | 2,600 | 2,653 | 2,648 | 2,712 |
| Track Repairers | 3,886 | 4,293 | 4,031 | 3,991 |
| Tankmen | 126 | 127 | 90 | 170 |
| Carpenters and Bridge Builders | 673 | 772 | 841 | 834 |
| Extra Gangs | 485 | 701 | 548 | 618 |
| Chicago Passenger Station | 64 | 63 | 63 | 60 |
| Dining Cars and Eating Houses | 155 | 157 | 182 | 213 |
| Division Superintendents' Offices | 45 | 46 | 44 | 44 |
| Supply Department Labor | 184 | 178 | 169 | 167 |
| Engineering | 23 | 23 | 52 | 28 |
| Construction | 574 | 933 | 726 | 702 |
| Total Number of Men | 14,132 | 15,324 | 14,879 | 15,245 |
| Total Amount Paid | \$754,451.18 | \$823,971.05 | \$788,766.93 | \$828,183.1 |

Total Amount Paid during Year.....\$9,569,141.89

Average Number of Men Employed per Month.....14,630

Average Amount Paid per Month.....\$797,428.49

STATEMENT

PERFORMED AND COST OF SAME FOR THE FISCAL
 MARCH 31, 1902.

| August. | September. | October. | November. | December. | 1902. January. | February. | March. |
|------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| 435 | 437 | 434 | 437 | 441 | 453 | 450 | 477 |
| 1,690 | 1,720 | 1,705 | 1,713 | 1,721 | 1,679 | 1,640 | 1,694 |
| 649 | 635 | 675 | 659 | 709 | 712 | 716 | 662 |
| 153 | 153 | 172 | 166 | 173 | 176 | 171 | 178 |
| 151 | 154 | 154 | 147 | 146 | 149 | 149 | 154 |
| 1,071 | 1,046 | 1,045 | 1,019 | 1,007 | 1,036 | 1,004 | 1,029 |
| 24 | 25 | 31 | 57 | 43 | 32 | 31 | 33 |
| 63 | 66 | 67 | 63 | 62 | 62 | 63 | 63 |
| 1,662 | 1,569 | 1,539 | 1,506 | 1,507 | 1,463 | 1,396 | 1,457 |
| 2,856 | 2,851 | 2,859 | 2,885 | 2,853 | 2,868 | 2,784 | 2,862 |
| 4,498 | 4,198 | 4,062 | 3,490 | 2,422 | 2,279 | 2,073 | 3,077 |
| 150 | 175 | 162 | 163 | 176 | 208 | 171 | 166 |
| 950 | 916 | 984 | 860 | 655 | 649 | 573 | 797 |
| 756 | 712 | 728 | 622 | 554 | 464 | 393 | 526 |
| 61 | 65 | 68 | 66 | 66 | 45 | 53 | 56 |
| 209 | 183 | 173 | 171 | 167 | 162 | 159 | 167 |
| 45 | 44 | 45 | 45 | 45 | 39 | 46 | 46 |
| 165 | 151 | 161 | 156 | 159 | 170 | 166 | 176 |
| 41 | 46 | 50 | 44 | 65 | 42 | 39 | 28 |
| 771 | 645 | 746 | 687 | 665 | 479 | 177 | 273 |
| 16,400 | 15,791 | 15,860 | 14,956 | 13,636 | 13,167 | 12,254 | 13,921 |
| \$4,442.00 | \$835,986.70 | \$870,215.08 | \$818,009.24 | \$762,907.88 | \$740,318.54 | \$680,343.17 | \$781,546.99 |

CLASSIFIED STATEMENT OF TONNAGE.
(COMPANY MATERIAL EXCLUDED.)

| Commodities. | Year Ending Mar. 31, 1902. | | Year End'g Mar. 31, 1901. | |
|--|----------------------------|---------------|---------------------------|---------------|
| | Tons. | Per Cent. | Tons. | Per Cent. |
| PRODUCTS OF AGRICULTURE— | | | | |
| Wheat..... | 517,976 | 6.28 | 573,101 | 7.44 |
| Corn..... | 512,209 | 6.21 | 797,558 | 10.35 |
| Oats..... | 308,384 | 3.74 | 329,373 | 4.27 |
| Other Grain..... | 99,275 | 1.20 | 113,541 | 1.47 |
| Seeds..... | 17,208 | .21 | 21,521 | .28 |
| Flour..... | 209,339 | 2.54 | 229,739 | 2.98 |
| Other Mill Products..... | 162,638 | 1.97 | 145,543 | 1.89 |
| Hay..... | 66,867 | .81 | 66,722 | .87 |
| Cotton..... | 16,407 | .20 | 17,034 | .22 |
| Fruit..... | 79,755 | .97 | 102,104 | 1.32 |
| Potatoes..... | 50,682 | .61 | 46,121 | .60 |
| Other Vegetables..... | 23,555 | .29 | 19,149 | .25 |
| PRODUCTS OF ANIMALS-- | | | | |
| Cattle..... | 453,816 | 5.50 | 482,109 | 6.26 |
| Hogs..... | 240,526 | 2.92 | 230,626 | 2.99 |
| Sheep..... | 22,131 | .27 | 22,175 | .29 |
| Horses and Mules..... | 29,636 | .36 | 30,536 | .40 |
| Dressed Meat..... | 76,734 | .93 | 54,631 | .71 |
| Other Packing House Products..... | 106,163 | 1.29 | 101,137 | 1.31 |
| Poultry and Eggs..... | 19,838 | .24 | 18,649 | .24 |
| Wool..... | 5,387 | .07 | 4,637 | .06 |
| Hides..... | 20,780 | .25 | 17,506 | .23 |
| PRODUCTS OF MINES— | | | | |
| Coal (Anthracite)..... | 190,899 | 2.32 | 166,174 | 2.16 |
| Coal (Bituminous)..... | 1,288,505 | 15.63 | 1,148,991 | 14.91 |
| Coke..... | 11,803 | .14 | 13,123 | .17 |
| Ore and Bullion..... | 78,506 | .95 | 66,777 | .87 |
| Stone, Sand and Gravel..... | 319,379 | 3.87 | 210,829 | 2.74 |
| Salt..... | 55,499 | .67 | 63,057 | .82 |
| PRODUCTS OF FOREST— | | | | |
| Lumber, Lath and Shingles..... | 605,936 | 7.35 | 490,854 | 6.37 |
| Railroad Ties..... | 49,627 | .60 | 84,238 | 1.09 |
| Other Articles..... | 140,206 | 1.70 | 119,000 | 1.54 |
| MANUFACTURES— | | | | |
| Petroleum and Other Oils..... | 82,021 | .99 | 78,854 | 1.02 |
| Sugar and Syrup..... | 97,056 | 1.18 | 58,244 | .76 |
| Iron (Pig and Bloom)..... | 70,519 | .86 | 68,500 | .89 |
| Iron and Steel Rails and Fastenings..... | 56,461 | .68 | 69,206 | .90 |
| Iron (Manufactured)..... | 145,004 | 1.76 | 91,302 | 1.18 |
| Machinery..... | 60,996 | .74 | 51,596 | .67 |
| Nails, Wire and Staples..... | 65,031 | .79 | 44,751 | .58 |
| Brick and Tile..... | 275,183 | 3.34 | 182,705 | 2.37 |
| Cement and Lime..... | 173,796 | 2.11 | 115,926 | 1.50 |
| Agricultural Implements..... | 81,718 | .99 | 65,573 | .85 |
| Vehicles..... | 33,327 | .40 | 29,786 | .39 |
| Wine, Liquor and Beer..... | 68,232 | .83 | 54,142 | .70 |
| Household Goods..... | 75,507 | .92 | 47,099 | .61 |
| Furniture..... | 15,898 | .19 | 13,163 | .17 |
| MERCHANDISE..... | 612,841 | 7.43 | 536,562 | 6.96 |
| MISCELLANEOUS..... | 552,722 | 6.70 | 412,571 | 5.35 |
| Totals..... | 8,245,978 | 100.00 | 7,706,535 | 100.00 |

SUMMARY.

| | Year Ending March 31, 1902. | Year Ending March 31, 1901. |
|--|--------------------------------|--------------------------------|
| Number of Miles run by Passenger Trains..... | 7,569,872 | 6,931,145 |
| Number of Miles run by Freight Trains..... | 10,348,780 | 9,850,204 |
| Number of Miles run by Switching Trains..... | 4,510,130 | 4,112,923 |
| Number of Miles run by Gravel and Construction Trains..... | 908,905 | 787,071 |
| Total Number of Miles run..... | 23,337,687 | 21,681,343 |
| Number of Tons Freight earning revenue carried one Mile..... | 1,839,127,297 | 1,789,092,549 |
| Number of Passengers carried one Mile..... | 372,313,683 | 295,952,782 |
| Earnings per Mile run by Freight Trains..... | \$1.84 | \$1.80 |
| Earnings per Mile run by Passenger Trains..... | 1.21 | 1.08 |
| Expenses per Mile run, including Taxes..... | .78 | .79 |
| Percentage of Operating Expenses to Earnings..... | 61.1% | 63.8% |
| Percentage of Expenses and Taxes to Earnings..... | 64.1% | 67.1% |
| Amount received per Ton per Mile..... | .0114% | .008% |
| Amount received per Passenger per Mile..... | .0216% | .0216% |
| Cost of Maintaining Repairs of Track and Bridges per Mile run..... | .16 | .18 |
| Number of Passengers carried one Mile for each Mile run by Passenger Trains..... | 49 | 43 |

Lines 2/7/02

| CHICAGO, ROCK ISLAND AND PACIFIC for | | | |
|--------------------------------------|------------|------------|------------|
| January— | | | |
| Passenger | 500,286 | 494,102 | 419,094 |
| Mail | 1,404,467 | 1,414,661 | 1,175,719 |
| Miscellaneous | 162,864 | 116,017 | 100,355 |
| Gross earnings | 2,067,617 | 2,024,780 | 1,695,089 |
| Other income | 229,901 | 169,710 | 187,447 |
| Total income | 2,297,518 | 2,194,490 | 1,882,536 |
| Exp. and taxes | 1,551,584 | 1,521,769 | 1,247,909 |
| Net earnings | 745,934 | 672,721 | 574,626 |
| Ratio op. exp. | 75% | 75.2% | 73.6% |
| Charges | 319,000 | 316,997 | 325,027 |
| Surplus | 426,934 | 355,724 | 248,998 |
| From April 1 to January 31— | | | |
| Gross earnings | 24,161,208 | 21,494,641 | 19,195,343 |
| Other income | 676,321 | 564,002 | 541,781 |
| Total income | 24,837,529 | 22,059,243 | 19,737,124 |
| Exp. and taxes | 16,087,409 | 14,578,302 | 12,689,650 |
| Net earnings | 8,750,120 | 7,480,941 | 7,047,474 |
| Charges | 3,190,000 | 3,169,970 | 3,257,650 |
| Surplus, 10 mos. .. | 5,560,120 | 4,310,971 | 3,791,824 |

Lines Apr 2, 1902

| CHICAGO, ROCK ISLAND & PACIFIC for February— | | | |
|--|------------|------------|------------|
| Gross earnings .. | 2,283,155 | 1,941,861 | 1,712,473 |
| Op. expenses | 1,142,925 | 1,324,117 | 1,135,997 |
| Net earnings | 1,140,230 | 617,704 | 576,476 |
| Charges | 319,000 | 323,000 | 325,027 |
| Surplus | 821,230 | 294,704 | 250,849 |
| Gross, 11 months .. | 27,120,683 | 24,001,124 | 21,448,596 |
| Op. expenses | 17,230,333 | 15,902,418 | 13,825,647 |
| Net earnings | 9,890,350 | 8,098,705 | 7,622,949 |
| Charges | 3,509,000 | 3,492,970 | 3,581,904 |
| Surplus, 11 mos. .. | 6,381,350 | 4,605,735 | 4,041,045 |

Lines May 6/02

| CHICAGO, ROCK ISLAND & PAC. for March— | | | |
|--|------------|------------|------------|
| Gross earnings .. | 2,164,721 | 2,053,886 | 1,875,480 |
| Op. expenses | 1,024,391 | 1,262,673 | 1,156,803 |
| Net earnings | 1,140,330 | 791,193 | 718,677 |
| Ratio op. ex. p. c. .. | 47.3 | 61.5 | 61.7 |
| Total income | 1,189,618 | 802,276 | 745,643 |
| Charges | 350,027 | 316,997 | 325,023 |
| Surplus | 839,591 | 485,279 | 420,015 |
| Fiscal year: | | | |
| Gross earnings .. | 28,385,845 | 25,364,695 | 22,650,605 |
| Op. expenses | 18,254,725 | 17,165,092 | 14,982,451 |
| Net earnings | 10,131,120 | 8,199,603 | 7,668,154 |
| Other income | 948,848 | 701,379 | 701,439 |
| Total income | 11,079,968 | 8,900,982 | 8,369,593 |
| Charges | 3,859,027 | 3,803,964 | 3,907,532 |
| Surplus | 7,220,941 | 5,097,018 | 4,462,061 |

year

Total mileage.....

total mileage.....

| | | | |
|--|----|----|----|
| al additional income..... | \$ | \$ | \$ |
| Total income..... | \$ | \$ | \$ |
| Deduct— | \$ | \$ | \$ |
| Total expenses other than operating..... | \$ | \$ | \$ |
| Balance | \$ | \$ | \$ |
| Dividends | \$ | \$ | \$ |



